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No. 25,740 HONG KONG, SATURDAY, DECEMBER 10, 1927.

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WUCHOW HOLDS OUT.

"CAPTURE" BY IRONSIDES PREMATURE.

WAR BY DEMONSTRATION.

Kwangsi Troops Not Afraid of 30,000!

RIVAL ARMIES BUSY DRILLING BUT KEEPING OUT OF DANGER.

Wuchow, an important Treaty Port up the West River, is still held by the Kwangsi military faction. Reports this week that the Ironsides had entered the place are premature.

War is now being carried out by demonstration, each side trying to scare the other by showing competence in drill. It is stated that the Kwangsi garrison "is not afraid of 30,000 Ironsides" but the rival armies are keeping well out of danger.

MINEFIELD PASSED WITHOUT KNOWING.

Samshui, Thursday.
Wuchow has not fallen into the Ironsides' hands, although the Kwangsi government did flee on November 7 but officials and the garrison returned the next day when they learned that "only 30,000 Ironsides" were marching up the West River.

The Kwangsi officials seized all the money they could and then commandeered all the up-river motor-boats to make an exodus to Kweichow which is half way up from Wuchow to Nanning.

Below Wuchow is the port of Kwang-hau which is considered the key to the province of Kwangsi. A little further down (about 30 miles) is Dosing which is about as far as the Ironsides' advance guard has reached.

Good Instructions, Poor Soldiers.
Each side seems to be trying its hardest to impress the other with its capabilities.

At Dosing, which is below Takhing, the Ironsides are drilling all day, carrying out movements in open order along the beach and acting most realistically against a phantom foe.

Further up the Kwangsi outposts are putting in overtime in military training. They have excellent instructors if the material be poor.

In spite of all the panic about hostilities on the West River, all ports from Whangmoon (at the entrance to the delta) up to Wuchow are quiet, excepting those on the Kongmoon branch of the River where the Ironsides have taken over following the evacuation of the Kwangsi garrison.

Ancient and Obsolete Navy.
In two or three days this week, about 10,000 or 12,000 Ironside troops were sent by rail from Canton to Samshui and then by boat up to Shihing, but military transportation has ceased.

It is said here that General Chang Fah-kuai, commander-in-chief of the Ironsides, has only 4,000 bayonets under him but the whole of the River navy is on his side.

Incidentally, this Navy consists of obsolete wooden launches with a one-pounder or pom-pom stuck on here and there and a couple of the ancient Nordenfelts which cannot even boast a Maxim gun.

All up-bound craft have been subjected to search at Lukpo, about 14 miles above Shihing.

Curious Mine-Field.
Then the search station was transferred up to Takhing.

At Dosing, vessels have to be searched again.

With regard to the report of mines having been laid at the entrance to Wuchow harbour, it is reported that a Hong Kong vessel approached the guard boat at the boom to take on the pilot who was to guide it over the mine-field. The captain was informed that he had passed over the "field" already and that the mines were of the "observation type."

At Wuchow, H.M.S. "Moth" is to be relieved by H.M.S. "Taran-tula," flying the pennant of the British Senior Naval Officer of the West River, and she will stay there until the trouble is over. Our West River correspondent.

MINES NOTIFICATION.

Word From the Commissioner of Customs.

The Commissioner of Maritime Customs at Wuchow, who also has charge of the harbour administration there, has notified as

Mines Laid in the West River in the vicinity of Chicken Basket Island. — All vessels when bound up or down are to stop and communicate with the guard boat stationed in the vicinity and will be provided with safe facilities through the danger zone.

OFFICIAL RETURNS.

Banks Re-Open and Merchants Confident.

Wuchow, Yesterday.
The Chinese Commissioner for Foreign Affairs who, with other pro-Kwangsi officials, left for the interior (up the West River) this week, has returned here for duty. The native banks, which closed for fear of trouble, have reopened.

The situation is easier as the Kwangsi army, which withdrew from Wuchow up the West River, has come back to Wuchow, and there is no news of the Cantonese Ironsides having made an advance toward Wuchow. — British Naval Wireless.

[Note: The foregoing bears out the report of the "China Mail" correspondent. As business has reopened, it is felt that the merchants have regained confidence in the Kwangsi authorities.]

AT SAMCHUN.

Farmers Succeed Troops on the Border.

The section of the 16th field brigade of the Ironside artillery having been transferred from Samchun, order is being preserved there now by Farmers' Corps, a detachment of which was requested by the merchants to take over control.

Samchun is a thriving town on the Canton-Kowloon Railway (Chinese section), being the terminus from Canton and is just a mile or so beyond the boundary of the New Territory.

RADICAL UNIONS.

Trouble in Canton Labour Again.

Radical elements in Canton labour unions are gaining the upper hand now that the Ironsides (who are Leftists) have supplanted the Kwangsi leaders (who are Rightists, or Moderates) in the government.

It should be stated that changes do not concern the average artisan, the influence being confined to the handful of professional labour unionists whose business it is to run the unions and to associate them with politics.

Political Offenders Released.
Two leaders have fled and the extremist labour organisations are coming into prominence again, although the Ironside authorities have been vigilant in dealing with agitators.

Another straw in the wind—to show which way the official attitude towards agitation is turning—is the release of about seventy-five political offenders, since the Ironsides came into power. These offenders were held under the very convenient, but nearly always fatal, charge of being implicated in Communism.

LI CHAI-SUM.

Having a Difficult Time in Shanghai.

According to Chinese reports to

RAILWAY RULES.

Present Ordinance to Be Amended.

MANAGER'S POWERS.

Increases Of Penalties For Serious Offences.

The "Government Gazette" contains the draft of a Bill to amend the Railways Ordinance of 1909. The "objects and reasons" state:—

The drafting of certain new Railway rules has shown the desirability of making certain alterations in the Railways Ordinance, 1909, Ordinance No. 21 of 1909. This Ordinance proposes to make those alterations, and some others, but it is not a general revision of the principal Ordinance.

"Administration" is defined in the principal Ordinance as "the manager or such other person as the Governor may appoint to conduct the affairs of any railway." As this is a person it is considered that the word "administrator" is more suitable, especially as the word "administration" is also used in the principal Ordinance as an abstract noun. This amendment is made by paragraph (a) of section 2, and by section 3, of this Ordinance.

Definition Extended.
By paragraph (b) of section 2 of this Ordinance the definition of the term railway is extended to cover railways in process of construction and works connected with railways authorised to be constructed.

The powers of the administrator are defined, collected and extended in the new section 32 of the principal Ordinance which is to be substituted by section 5 of this Ordinance. These powers will include a power to make rules subject to the approval of the Governor in Council. This will enable section 29 and 34 of the principal Ordinance to be repealed. Section 29 is repealed by section 4 of this Ordinance, and section 34 is repealed by section 6 of this Ordinance. As the rules will be very detailed and voluminous, and will deal solely with railway administration, it is not considered necessary that they should be gazetted. This is provided for by sub-section (3) of the new section 32. Sub-section (4) of that section provides that the administrator shall keep at each station a copy of the rules in English and Chinese and shall allow any such copy to be inspected at all reasonable hours.

Conduct of Employees.
Section 8 of this Ordinance repeals sub-section (2), (3) and (4) of section 35 of the principal Ordinance. It omits the reference to by-laws for the conduct of railway employees as that matter will now fall under the new section 32 (2). It provides for the procedure upon an appeal to the Governor against the imposition of a penalty by the manager. Sub-section (3) of section 35 of the principal Ordinance provides that the manager may not impose any penalty on any railway employee which would exceed the amount of seven days' pay in any one month. This might be insufficient. The new form of the section will not contain this limitation, but it will provide that, for the purpose of the recovery of the penalty, not more than seven days' pay may be deducted in any one month, except upon the termination of the person's employment. The old sub-section (5) becomes sub-section (6).

With one slight exception in section 12, the remaining sections of this Ordinance provide for increases of the penalties provided in the principal Ordinance. This seems to be too low in many cases. To take two examples at random, \$100 seems too low a maximum for the offence of willfully imitating a railway signal, and \$20 seems too low a maximum for attempts to defraud the railway.

the Kwangsi military faction, who ruled Canton for over a year until the Ironsides launched their coup a day after his departure for Shanghai, is having a difficult time in the disturbed atmosphere of the Nationalist convention.

The Canton political faction (or Leftists) are in open opposition to his proposals and it should be recalled that he went to Shanghai in company with Mr. Wang Ching-wei, the radical leader.

General Chiang Kai-shek, the former commander-in-chief, is another who will have a difficult time.

Earlier news will be found on Page 7.

AFGHAN KING.

Starts on European Tour.

VISITING LONDON.

To Be Guest of King George For Three Days.

Rugby, Yesterday.

The King of Afghanistan, accompanied by the Queen and Royal suite, has left Kabul for his European tour and is expected to reach London in March. He has



Amir of Afghanistan.

been invited to stay with King George and will remain the King's guest on an official visit of three days, after which he will tour several provincial towns of interest and inspect various industrial works.

He is travelling via Quetta and Karachi to Bombay, where he will be received by the Viceroy, Lord Irwin. He will then embark in the

MORE FINE WEATHER.

Official Forecast For The Week-End.

"Fresh north-west winds, fine" is the weather forecast issued by the Observatory to-day, for the 24 hours ending at noon to-morrow, and applies to Hong Kong, the adjacent coast and Formosa Channel.

liner "Rajputana" for Egypt, where he will be the guest of King Fuad.

The first European capital to be visited will be Rome, where King Amanullah will stay with the King of Italy and will meet Signor Mussolini. He will proceed hence to Paris as guest of the French Republic, afterwards crossing to England.

Subsequently Brussels, Berlin and Moscow will be visited and the return to Afghanistan will probably be made via Central Asia. — British Wireless Service.

STOP PRESS

LALOR FOUND.

British Captain Wounded in the Leg.

CONFINED IN A SAMPAN.

Captain Lalor, master of the British s.s. "Siantan" has been located. It is known that he is wounded in the leg and that he is confined in a sampan, presumably in a creek off the upper Yangtze River.

Negotiations are proceeding very slowly, states a Naval despatch by wireless, due to a demand by the pirates for an increase in the ransom (of \$20,000).

Mr. Tocher, the Scottish missionary, has offered to meet the pirates and discuss matters with them this morning.

General Yang Sen and his subordinate, General Wang at Shashi are co-operating and Yang Sen has sent a special detective to assist.

NAVAL ACTION?

Sequel to Attack on s.s. "Waishing."

"MOORHEN" INVESTIGATING.

Representations Made To Authorities Concerned.

H.M.S. "Moorhen," a gunboat in the British gunboat flotilla on the West River, has been ordered to that part of the pirate-infested delta, near Amherst Point and below Second Bar Creek (about 20 miles below Canton) to investigate into the circumstances attending the attack by an armed launch on Thursday on the British s.s. "Waishing" on her way down to Hong Kong.

Protest Through Consul?
It will be recalled that British gunboats have taken action in the past against pirates in the West River and Canton River delta. When the situation is summed up by the "Moorhen," a decision will be made.

Messrs. Jardine, Matheson and Company, Ltd., general managers of the Indo-China S.N. Co., Ltd. (owners of the vessel), have reported the incident to the authorities concerned, to the Government, and to the British Consul in Canton, and strong representations will be made to the Kwangtung administration.

RICE JUNKS.

Resume Trade Under Private Protection.

Rice junks from Hong Kong have resumed trade with Canton after suspension and partial suspension following a dramatic attack by pirates in the Canton River delta.

Private protection has been arranged with semi-official sources in Canton, a number of armed launches patrolling the danger zone.

The junks proceed in convoys, the towage being entrusted to Canton craft on entering the delta where the Hong Kong launches turn back.

Owing to stocks of Siam and Saigon rice being small in Hong Kong, states a report, there were only four junks in the first convoy this week.

WAR IN THE NORTH.

THE "CHRISTIAN GENERAL'S" DESPATCH.

PEKING ARMIES IN DISTRESS

Shanghai, Yesterday.
Marshal Feng Yu-shiang (better known as the "Christian general"), commander-in-chief of the Kuomintang, who is at present at war with the Peking Government, has requested the Nationalist Government at Nanking (his allies) to advance for the northwards and occupy Hsuehchowfu (in the north of Kiangsu province) so that his troops can be left free to clear all territory south of the Yellow River. — "Hong Kong Evening Post."

[Note: The Nationalist allies are fighting hard to take Hsuehchowfu which is the junction of the Tientsin-Pukow and Lung-Hai Railways, where they joined hands before, prior to Chiang Kai-shek's downfall, and where they hope to meet again to make another drive against the North.]

Naval Base Captured?

Shanghai, Yesterday.
The capture of Haichow, a port in the north of Kiangsu province, is claimed by the 17th division of the Nanking Nationalist Army. — "Hong Kong Evening Post."

[Note: Haichow is a small naval base for the Peking Government and is along the route northwards to Tientsin and the Gulf of Shantung.]

What Observers Say.
Peking, Yesterday.
Independent reports from Chinese and British sources state that Hsuehchowfu is still held by the Northern army although more than once it has been on the point of capitulation.

Foreign messages state that when General Chang Tsung-chang was in a critical position and attacked from both west and south, Marshal Sun Chuan-fang turned up unexpectedly from the region of Tsingkiangpu and devastated the Nationalists' right flank, enabling General Chang Tsung-chang to throw his whole weight successfully against the Kuomintang.

Reinforcements Ordered.
Marshal Sun Chuan-fang, who

TROOPS FIRE AT GIRLS

Trouble Alleged at Wuchang.

ACCUSATION AGAINST NANKING.

Another Change In "Nationalist Policy."

High school girl students are alleged to have been fired at by Nationalist troops in Wuchang some days ago, states a Chinese report to hand from Hankow.

The incident is supposed to have occurred shortly after the shooting in Nanking when Nationalist soldiers fired on a crowd of political demonstrators.

The Kwangsi military faction was blamed for the Nanking trouble but the "Western Hills" faction of politicians were made the culprits.

At Wuchang, the girl students are said to have been acting in sympathy with women employees of a cotton mill when the alleged clash occurred.

Canton Women's Protest.

It so happened that Wuchang had just recently passed under the control of General Li Tsung-jen, one of the "big four" of the Kwangsi military faction which lost Canton to the Ironsides.

Resolutions of protest were passed at meetings of women's federations in Canton, calling out spokenly for the downfall of both the "militaristic clique" of Kwangsi and the extraordinary political council in Nanking which functions as the Nationalist Government and in which the "big four" have considerable power.

Hitherto, action by troops was described as "imperialistic" but the term has now been changed to meet new political conditions.

THE CONVENTION.

Nanking and Canton Still in Opposition.

Shanghai, Yesterday.

The preliminary meeting of the Kuomintang convention yesterday afternoon agreed that the election of the Political Committee take place at the fourth plenary session; that the Nationalist Government be reorganised with the powers definitely fixed; that all resolutions passed by the Wu-Han party and the Nanking party since the split be reconsidered, cancelled or confirmed at the fourth plenary session; that all the members of the Kuomintang be registered after a rigid examination; that the fourth plenary session call a national conference of Kuomintang members; and that the fourth plenary session be held at Nanking on a date to be fixed later.

Designs on Canton.

It is understood that Mr. Wang Ching-wei and Mr. Sun Fo had a violent altercation during the meeting.

Yesterday evening the members of the Nanking faction were in conference. It is understood they are maturing plans to ensure the Nanking faction's majority at the fourth plenary session and the exclusion of the members of the Canton faction, while Nanking has issued instructions for General Chen Ming-chu's 11th army in Fukien to march on Kwangtung.

Danger Lurking?

This afternoon the Canton faction members were in conference at Mr. Wang Ching-wei's residence to discuss the advisability of attending the fourth plenary session at Nanking in view of the risks of personal safety and the probability of interference with free speech. The present indications point to rival fourth plenary sessions being convened at Nanking and Canton. — Reuter.

Freedom of Speech.

Shanghai, Yesterday.
Mr. Wang Ching-wei and Mrs. Liao Chung-kai, who are Leftist politicians and belong to the Canton political faction which is backed by the Ironsides, have petitioned the Nationalist convention for freedom of speech and a guarantee of immunity for them. — "Hong Kong Evening Post."

[Note: The Kwangsi military faction which lost Canton and the Nanking faction are opposed to the Canton faction.]

recently went to Tientsin, is now remaining at Hsuehchowfu co-operating with General Chang Tsung-chang.

Marshal Chang Tso-lin of Peking has instructed General Wu Chun-sheng, the tupan of Heilungkiang, to send 30,000 men to Shantung to make up the recent Chihli-Shantung losses. — Reuter.

THEFT OF GAS?

Allegations Against Former Employee.

STIFF CROSS-EXAMINATION.

Duties Of Meter-Readers Discussed In Court.

The case in which a Portuguese clerk, A. A. Remedios, formerly employed by the Hong Kong and China Gas Co., is charged with falsifying the accounts of the Gas Co. and with willfully damaging a gas meter, was again before Mr. R. E. Lindsell at the Central Magistrate's court yesterday afternoon, when Mr. R. A. Wadson, prosecuting for the Company, after outlining his case, called Mr. Leslie J. Blackburn, present Manager of the Company.

Mr. Leo d'Almada Sen, defended the accused.

Replying to Mr. Wadson, Mr. Blackburn said that the accused was also a consumer of gas, i.e., a customer of the Company. Witness identified a damaged gas-meter (produced) which had been removed from the accused's house. Part of accused's work was to check up meter readings, but the readings of his own meter were consistently low. The Company became suspicious last month and changed the meter. It was then found that the accused had a ten-light meter instead of a five-light instrument. It was also found that the meter was not in working order. Search proved that the Company had been victimised since 1924. It was also found that the accused was always out when meter-readers called at his house.

In the course of a long and searching cross-examination, Mr. d'Almada elucidated a statement from Mr. Blackburn to the effect that the amount of gas registered by the meters in use by consumers was always less than the amount released at the works.

Mr. d'Almada: It some times reached as high as 10 per cent?

Witness Asks Questions.

Witness: May I ask how you got that information? (To the Magistrate), must I answer that question?

Mr. Lindsell: Yes, please.—Yes, but the average is 8 or 10 per cent.

Mr. d'Almada: I think the Government pays you \$3.50 per month for every street lamp?

Mr. Blackburn: I should really like to know where you get all these facts.

Mr. d'Almada: Never mind that. Please answer my question.

Witness: Yes.

Mr. Lindsell: I must remind you that you are in the witness-box and that you may not ask counsel questions.

In reply to further questions, witness admitted that the street lamps were the biggest leakages.

Mr. Lindsell: Not of gas, I hope?—No, from our financial point of view.

Mr. d'Almada produced a monthly bill as sent out by the Gas Co.

Mr. Lindsell: I don't want to see that. I've had plenty, (Laughter).

Collison's Dismissal.

In reply to further questions, Mr. Blackburn said that accused had worked under Mr. Collison who had recently been dismissed from the Company's employment.

Collison had been dismissed for embezzlement and falsification of the Company's books. No action had been taken locally, Collison having been dismissed by the London Board of Directors. Following Collison's dismissal, the whole staff were addressed by Mr. Wadson, witness' co-attorney.

Duties of Meter-Readers.

Mr. d'Almada: Is it not a fact that the readings of meters are often challenged by consumers?—Occasionally.

Mr. d'Almada: Come, come, Mr. Blackburn, I put it to you, you are constantly in receipt of complaints from the long-suffering public of this Colony?

Witness made no reply.

Continuing, witness said that the meter-readers received written instructions from himself to read meters, including that in the accused's house?

Mr. d'Almada: And, they often neglect their duties?—I won't say often—sometimes.

Mr. d'Almada: If they did not read the accused's meter, it was a gross breach on their part?—Certainly.

Mr. d'Almada: The accused did not fail in his duty as far as reporting to you any complaints received?

(Continued on Page 7)

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ON
TUESDAY, 13th December, 1927,
at 11 o'clock a.m.
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317 Cases Russian Cigarettes, 100s. 25s. and 20s. (Just Arrived)
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hong Kong, 9th December, 1927.

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WEDNESDAY, 14th December,
1927, commencing at 11 a.m.
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A Large and Fine Assortment of
Xmas Toys

Comprising:—
Dressed Dolls, Tea Sets, Stock-
ings, Foot Balls, Rocking Horses,
Mechanical Toys, Xmas Trees,
Furniture and Cooking Sets, etc.,
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On View from Tuesday, the 13th
December, 1927.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, 9th December, 1927.

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C.2560—No. 36, Tung
Man Street.

NOTICES.

MACAO RACES.

FIFTH EXTRA RACE MEETING.
SUNDAY 11th DECEMBER, 1927.
(Weather Permitting)

First Saddling 12.45 p.m.
First Race at 1.15 p.m.
Public Enclosure 40 cents.
Members' Enclosure \$2.00.

STEAMERS TO MACAO.
S.S. Sul An—9.30 a.m.
Sunday, 11th December.

S.S. Lungshan—8.30 a.m.
Sunday, 11th December.

RETURN FROM MACAO:
S.S. Lungshan 5 p.m.
S.S. Sul An 6.30 p.m.

By Order,
S. W. CHENG,
Secretary.

THEATRE ROYAL

TO-NIGHT
at
9 p.m. sharp.

The Hong Kong
Philharmonic Society
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**CHRISTMAS EVE
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NEW YEAR'S EVE
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8.30 p.m. to 12 Midnight.

\$2.50 Per Person.

Booking can now be made at the
Hotel.

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MR. LI HON FUN begs to state
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Chinese to European Officers and
Merchants in Hong Kong for more
than twenty years, that he has had
considerable experience in training
students for examinations in Chinese,
and holds first-class certificates.
Persons wishing to study the
Chinese language are requested to
communicate with him at No. 104,
Praya East, first floor.
Terms moderate.

SUNRISE AND SUNSET.

Date.	Sunrise.	Sunset.
December	a.m.	p.m.
10	6.52	5.39
11	6.52	5.40
12	6.53	5.40
13	6.54	5.40
14	6.54	5.41
15	6.55	5.41
16	6.55	5.41
17	6.56	5.42
18	6.56	5.42
19	6.57	5.43
20	6.58	5.43
21	6.58	5.44
22	6.59	5.44
23	6.59	5.44
24	7.00	5.45
25	7.00	5.46
26	7.00	5.46
27	7.01	5.47
28	7.01	5.47
29	7.02	5.48
30	7.02	5.48
31	7.03	5.49

HONGKONG HEIGHTS

For the information of visitors
the following list of some of the
highest points on the Island and
Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1784
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Taikoo Sanatorium	1800
Mt. Davis	877
Bowen Rd. (Hillside)	297
Mainland.	
Taimoshan	3124
Kowloon Peak	1971

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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3**

For the treatment of all diseases
of the urinary tract, such as
Gonorrhoea, Syphilis, etc., and
all cases of chronic inflammation
of the bladder, etc., etc.

MARTIN'S PILLS
APOL
& STEEL
For the treatment of all diseases
of the urinary tract, such as
Gonorrhoea, Syphilis, etc., and
all cases of chronic inflammation
of the bladder, etc., etc.

NOTICES.

ST. STEPHEN'S COLLEGE.

Prospect Place, Bonham Road.

THE NEW SCHOOL YEAR
begins December 13th. En-
trance Examination for New
Students, MONDAY, December
12th at 9.30 a.m. For Prospectus,
for Boarders and Day-boys, apply
ST. STEPHEN'S COLLEGE.
Prospect Place.
Hong Kong, 26th November, 1927.

**HONG KONG LAWN BOWLS
ASSOCIATION.**

OPEN SINGLES CHAMPIONSHIP.
to be played on the

**KOWLOON CRICKET CLUB
BOWLING GREEN,**
on

SATURDAY, DECEMBER 10th,
at 3 p.m.

R. LAPSLEY v. J. C. BROWN.
Prizes will be presented after the
game.

C. J. TACCHI,
Hon. Sec., H.K.L.B.A.
Hong Kong, 8th December, 1927.

**FANLING HUNT
STEEPLECHASES.**

DRAFT PROGRAMMES and
ENTRY FORMS for the
DECEMBER MEETING to be held
on **SATURDAY, the 24th DECEM-**
BER, 1927 (Weather Permitting)
may be obtained from Dr. F.
PIERCE GROVE The Polo Club,
HONG KONG CLUB and Causeway
Bay Stables.
Entries close before **NOON**
WEDNESDAY, 14th December.

LONDON DIRECTORY

with Provincial & Foreign Sections and
Trade Headings in Five Languages,
enables traders to communicate direct
with

MANUFACTURERS & DEALERS
in London and in the Provincial Towns
and Industrial Centres of the United
Kingdom and Ireland, the Continent
of Europe, Africa, America, Asia,
Australia, etc. The names, addresses
and other details are classified under
more than 3,000 trade headings,
including

EXPORT MERCHANTS
with detailed particulars of the Goods
shipped and the Colonial and Foreign
Markets supplied.

One-inch **BUSINESS CARDS** of Firms
desiring to extend their connections, or
Trade Cards of

DEALERS SEEKING AGENCIES
can be printed at a cost of \$1.10s. 0d.
for each trade heading under which they
are inserted. Larger advertisements at
\$15 per page.

The directory is invaluable to everyone
interested in overseas commerce, and
a copy will be sent by parcel post for
22p. net cash with order.

THE LONDON DIRECTORY CO., LTD.
25, Abchurch Lane, London, E.C. 4,
England.

BUSINESS ESTABLISHED IN 1811.

UNCLAIMED TELEGRAMS.

**THE GREAT NORTHERN
TELEGRAPH CO., LTD.
OF DENMARK.**

The following unclaimed tele-
grams are lying at the office of the
Great Northern Telegraph Com-
pany (Limited) of Denmark:—

Superior, from Göteborg.
Iseni Kwokkat, from Kobe
Leach, Hong Kong Hotel, from
Shanghai.

Capnos, from Tientsin.

E. V. JESSEN,
Superintendent.
Hong Kong, 8th December, 1927.

Unclaimed telegrams are lying
in the E. E. Telegraph Company's
local office for:—

Allotropy, from London.
Asia, from Haiphong.
Major Cox, Military Hospital,
from London.

Beckwith, General Post Office,
from London.

Totikpedo, from New York.

E. A. LEGGATT,
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E. A. LEGGATT,
Superintendent.
Hong Kong, 8th December, 1927.

ASAMA YAMA.

**GREATEST ERUPTION IN 1783
RECALLED.**

DREAD STILL PREVAILS.

The thunderous roar of Asama Yama on Oct. 12 with its emission of ashes over a seventy miles radius, though unattended with serious consequences, was sufficiently terrifying to recall the greatest eruption in history of Japan's ever-active volcano. This was as far back as 1783, when over fifty villages were overwhelmed, hundreds of their inhabitants killed and thousands of acres of valuable forest land extending to the environs of Tokyo were converted into an ash heap. The knowledge of this disaster has ever since caused Asama Yama, which ranks with Aso-san in Kyushu as the largest of Japan's fifty-four active or only recently extinct volcanoes, to be regarded with the greatest respect. Every now and then, when it suddenly rumbles and emits clouds of smoke and ash, the inhabitants in its vicinity share a dread of worse to come and prepare accordingly. Asama Yama (says the "China Express and Telegraph") forms part of the volcanic range to which the peerless Fuji belongs, and lies about 80 miles from Tokyo. It is 8,136 feet high, and is noted for the walls of its crater, which are perfectly perpendicular. The crater, which has the extraordinary depth of over 800 feet, is circular, having a circumference of three-quarters of a mile, and beautiful honeycombed sides of a burnt red colour. The ascent of Asama Yama has long been a favourite pastime, not unattended by risks, with visitors to the famous summer resort of Karuizawa.

COLONEL LAWRENCE

**WILL HE RETURN TO THE
DESERT?**

London, Nov. 25.

The opinion that the time would come when Colonel Lawrence again would lead Arab policy was expressed by King Faisal in an interview given to a Manchester newspaper.

The King was unaware that Lawrence was now serving as Aircraftman Shaw in the R.A.F. in India.

His Majesty declared that he was one of Lawrence's greatest friends. The Arabs were all filled with admiration and gratitude towards him.

"We think that he will come back—we cannot say when, but I hope that it will be soon," said King Faisal. "He will be generally welcomed in Iraq."

Just when everything seems to be progressing toward the decline and fall of the American home, father comes in to find fried chicken for supper.—Baltimore Evening Sun.

CINEMA NOTES.

**THE RETURN OF "THE FOUR
HORSEMEN."**

"DON JUAN" TO-DAY.

Cinema-goers will welcome the return of Rex Ingram's famous film "The Four Horsemen of the Apocalypse," which will be screened at the Queen's Theatre from Wednesday to Saturday of next week, according to a special advertisement in this issue. Rudolph Valentino and Alice Terry in this picture head one of the strongest and the most distinguished cast ever assembled for any picture in the history of the screen. Every player was selected because of special ability to enact the part. The story opens in the Argentine, the land of the tango, where the hero, Julio, played by Rudolph Valentino, learns the dance which later makes him the idol of Paris. Then comes the war and their interest of the story reaches fever point. Dramatic incidents follow each in rapid succession to a logical conclusion, vividly presenting the drama of life against the background of a world in arms. Written by the popular novelist, Blasco Ibanez, "The Four Horsemen of the Apocalypse" is one of the most famous productions of the screen and its return to Hong Kong is a notable event.

Owing to the length of the film, cinema-goers should note that special starting times have been arranged for "The Four Horsemen of the Apocalypse," namely 2.30, 5.00, 7.15 and 9.30, and the picture begins immediately after the overture.

TO-DAY'S FILMS.

To-day finds the Colony's three principal cinemas each showing a big picture made by a famous star. At the Queen's Theatre there is "Don Juan," with America's foremost romantic actor, John Barrymore in the leading role, at the World Theatre there is Harold Lloyd's famous comedy "For Heaven's Sake," and at the Star Theatre there is Syd Chaplin's equally famous comedy "Oh, What a Nurse." These three pictures are all being screened for the last time and each is so entertaining, that the cinema-goer can make his choice with full confidence of spending a pleasant time.

TO-MORROW'S GAZETTE.

Glimpses of the havoc caused by the recent tornado in America estimated at \$75,000,000, are given in the topical gazette which will be screened at the Queen's Theatre to-morrow, along with the special comedy, "We're in the Navy Now."

Yale professor says the earth's population will be 100 per cent. thicker in fifty years. Still, it's like these highbrows to take a gloomy view of the educational outlook.—Philadelphia Inquirer.

The return of a famous film—

The greatest lover—the
greatest director—the
greatest writer for the
screen.

Belasco Ibanez' epic
story of love and war.
A superlative film, with

**RUDOLPH
VALENTINO**

and ALICE TERRY.



**REX
INGRAM'S
THE FOUR
HORSEMEN
OF THE
APOCALYPSE**

Coming to the

QUEEN'S

WEDNESDAY TO SATURDAY.

December 14th to 17th.

SCANDAL RECALLED.

**DEATH OF MRS. ARTHUR
WILSON.**

London, Nov. 23.

The death has occurred of Mrs. Arthur Wilson, formerly a prominent society hostess, of Tranbycroft, the scene of the famous "Baccarat Scandal," which, in 1891, led to a lawsuit in which the late King Edward VII. then Prince of Wales, entered the witness-box.

As the result of an allegation that a certain army officer had cheated at cards, an action for slander was unsuccessfully brought against the Wilsons and other members of the party.

The Prince of Wales, in giving evidence said that he had not seen any cheating.

It was stated that, with the cognisance of the Prince of Wales and others, the officer concerned had signed a document undertaking not to play cards, but he did not do so as an admission of guilt, but in order to avoid a scandal in which the Prince might be concerned.

After the trial, the Prince of Wales acknowledged in the House of Commons, through the Secretary for War, that he had erred in his judgment in not demanding that the officer should report the affair to his commanding officer.—"Times of Ceylon."

CHURCH NOTICES.

**A CHARGE OF ONE DOLLAR
IS MADE FOR ALL NOTICES
UNDER THIS HEADING
ST. JOHN'S CATHEDRAL,
HONG KONG.**

December 11, 1927.

3rd Sunday in Advent.
Holy Communion (8 a.m.)
Sunday School (10 a.m.)
Matins (11 a.m.)

Preacher: Rev. W. R. Cannell.
Evening (8 p.m.)
Preacher: Rev. H. Copley Moyle.

There will be a Social Gathering after Evening Service, Music and Light Refreshments.
Tuesday, Dec. 13.—Organ Recital by Mr. F. Mason at 5.45 p.m.

**FIRST CHURCH OF CHRIST,
SCIENTIST.**

[Branch of The Mother Church,
The First Church of Christ, Scientist,
—in Boston, —Mass., U.S.A.]
Macdonnell Road, below Bowen
Road Tram Station.

Sunday Service 11.15 a.m.
Subject: "God the Preserver of Man."

Wednesday Evening Meeting at
5.30 o'clock.

Reading Room at above address,
open:—

Tuesday and Friday 10 a.m. to
12 Noon.

Monday and Thursday 5 to 7 p.m.
The Public is cordially invited
to attend the service and visit the
Reading Room.

WATER SUPPLY.

Level and Storage of water in
Reservoir on December 1, 1927:—
**CITY AND HILL DISTRICT WATER
WORKS LEVEL.**

	1926	1927
Tytam	8' 6" B	9' 4" B
Tytam Byewash	21' 0" B	19' 10" B
Tytam Intermediate	Level	Level
Tytam Tuk	4' 0" B	11' 0" B
Wong Nei Chung	12' 4" B	12' 1" B
Pokfulum	13' 11" B	17' 1" B
[Note: B denotes "Below Overflow". A denotes "Above Overflow". Storage in millions and decimals of gallons.]		
Tytam	315.98	309.86
Tytam Byewash	245.38	283.88
Tytam Tuk	1,301.76	1,144.25
Wong Nei Chung	16.52	16.52
Pokfulum	86.17	29.94
Total	1,869.81	1,701.25

Consumption of water in the City
and Hill District in millions and
decimals of gallons during the month
of November.

	1926	1927
--	------	------

DODWELL & COMPANY, LTD.
FOR NEW YORK AND BOSTON via SUEZ.
S.S. "LANCASTER CASTLE". Sails hence on 10th December.

LLOYD TRIESTINO
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES.
BRINDISI, VENICE & TRIESTE \$72.10.0.
LONDON \$80.0.0.

NEXT SAILINGS.
OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong
M.V. "REMO" Sails hence on/about 8th Dec.
M.V. "VIMINALE" Sails hence on/about 5th Jan.
M.V. "ESQUILINO" Sails hence on/about 2nd Feb.
HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong
S.S. "VENEZIA" Sails hence on/about 15th Dec.
M.V. "REMO" Sails hence on/about 10th Jan.
M.V. "VIMINALE" Sails hence on/about 7th Feb.

NATAL LINE OF STEAMERS
FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.
S.S. "UMVOLOSI" Sails from Calcutta 2nd February.
S.S. "UMZUMBI" Sails from Calcutta 3rd March.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.
For Freight or Passage on any of the above Lines apply to:-
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
£120, £112, £110, £102 £84, via San Francisco.
£440, £420, via Japan and Seattle.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SIBERIA MARU (Cable Los Angeles) Sunday, 10th January, 1928.
TAIYO MARU Tuesday, 10th January, 1928.
TENYO MARU Tuesday, 24th January.
*Cable Keelung.
LONDON via Singapore, Suez, Marseilles & Ports.
HAKOZAKI MARU Saturday, 17th December.
HAKUSAN MARU Saturday, 31st December.
KITANO MARU Saturday, 14th January.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 21st December.
AKI MARU Wednesday, 18th January, 1928.
BOMBAY via Singapore, Penang, & Colombo.
SADO MARU Monday, 12th December.
GENOA MARU Tuesday, 27th December.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
HAKUYO MARU Friday, 23rd December.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAMAKURA MARU Friday, 20th January.
NEW YORK and/or BOSTON via PANAMA.
TAKAKA MARU Tuesday, 27th December.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DURBAN MARU Tuesday, 10th January.
CALCUTTA via SINGAPORE, PENANG & RANGOON.
TAKITA MARU Monday, 19th December.
TOKUSHIMA MARU Monday, 12th December.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 16th December.
SHANGHAI, KOBE & YOKOHAMA.
CEYLON MARU (Moji direct) Monday, 12th December.
KAMAKURA MARU (Kobe direct) Tuesday, 13th December.
HARUNA MARU Tuesday, 13th December.
OSAKA MARU (Moji direct) Wednesday, 15th December.
RANGOON MARU Wednesday, 21st December.
*Cargo only.
For further information apply to:-NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

M. M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (Cargo Boats).
Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK:-
S.S. "MIN" 1st week January, 1928.
S.S. "LT. ST. LOUBERT-BIE" due to arrive from DUNKIRK.
LONDON, HAVRE abt ut the 23rd December.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
PAUL LECAT	...	...	20th Dec.
ANDRE LEBON	...	...	3rd Jan. 1928
CHENONCEAUX	...	...	17th Jan.
ANGERS	...	...	31st Jan.
DARTAG	...	...	14th Feb.
G. METZINGER	...	...	28th Feb.

RATES OF PASSAGE MONEY TO MARSEILLES
(Including Table Wine)
A Class 1st Class £20. 0s. 0d. B Class £25. 0s. 0d.
Steamers 2nd £70. 0s. 0d. Steamers 2nd £81. 0s. 0d.
Through Tickets to London and Landing Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).
For full Particulars, apply to:-
Cle. des MESSAGERIES MARITIMES,
Telephone Central 740. 3, Queen's Building.
CONSIGNATION—TRAN SIT—REPRESENTATION.

SHIPPING SECTION.

BOUND FOR BLIGHTY
500 MARINES FROM SHANGHAI
ARRIVE HERE.
JOY RIDES IN MOTORS.

Joy rides in motor cars on both sides of the harbour were indulged in by many of the 500 British Marines who arrived here yesterday on the P. and O. s.s. "Mantua" from Shanghai on their way home after several months' service with the Shanghai Defence Force.
When they came out on the "Mantua" they were here three days but were forbidden to land. Yesterday they had shore leave till 10 p.m.
The men belong to the 12th Royal Marine Battalion which was mostly at Pootung, "opposite" Shanghai, whence they sailed after being reviewed by Major-General John Duncan, officer commanding the Shanghai Force, and by Vice-Admiral Sir Reginald Tyrwhitt, Commander-in-Chief of the China Squadron.

L4'S EXPLOIT.
COMMENT BY A HOME
PAPER.

The "Daily Express" of October 22, in commenting on the "L. 4" exploit in Bias Bay, says:-
As long as we exist as a nation Trafalgar Day will keep its hold on the hearts and minds of the British people. The simple ceremonies of yesterday commemorated a man, a deliverance, and, above all, a tradition that to the end of time will be a national inspiration. What Nelson was and what he did will outlive the day, if ever that day comes, when the Navy has ceased to be our main shield of defence. It has not come yet. At the very moment the great Admiral's memory was being honoured the cables were busy with an exploit in Chinese waters which shows how the Nelson spirit and the Nelson touch still animate the Fleet. The recapture of Submarine "L. 4" of a vessel that had been seized by Chinese pirates, the fine seamanship and humanity that, in spite of fire and a heavy swell, rescued all on board, and the promptness with which the pirates' lair was wiped out make an episode of the sea as clean cut as any Nelson himself assisted at off the coast of Barbary. Dead for nearly a century and a quarter, he lived again in the dash and completeness of that decisive encounter.

AMERICAN AUSTRALIA ORIENT LINE.
Operated for
U. S. Shipping Board
By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS ANGELES.
S.S. "WEST CONOB" Dec. 10.
S.S. "PAWLET" Dec. 24.
For full information apply to:-
SWAYNE & HOYT, INC.
L. EVERETT, Inc.
General Agents
Telephone C. 3008.
1st Floor, Queen's Building.

INVESTITURE.
MR. "ANDY" DUNCAN TO BE
HONOURED.
DISTINGUISHED CEREMONY.

In addition to Mr. T. P. Beatty, Mr. Andrew ("Andy") Duncan is also to be honoured at the investiture at Government House on Wednesday at 4 p.m.
As announced before, Mr. Beatty (when chief officer) took a gallant part in the recovery of the s.s. "Sunning" from pirates last year and he is to be made an O.B.E.
Mr. Duncan was an engineer on the "Sunning" and he also acted meritoriously on the occasion. In September of last year, he attempted to save the life of Mr. John Griffiths, late second officer of the s.s. "Changchow," who fell into the Yangtze River at 8.45 p.m. In spite of the darkness and swift current Mr. Duncan dived in to make a courageous effort.

Those To Attend.
The Royal Human Society's medal is to be presented to Mr. Duncan. H.E. the Governor (Sir Cecil Clement) will hold the investiture at four o'clock, and will be accompanied by H.E. Vice-Admiral Sir Reginald Tyrwhitt, H.E. Major-General C. C. Luard, the Hon. Mr. E. R. Hallifax and Commodore J. L. Pearson.
Messrs. Beatty and Duncan will be introduced to His Excellency by Mr. N. S. Brown and Lieut.-Comdr. G. F. Hole. His Excellency will invest Mr. Beatty with the Insignia of the Order, and Mr. Duncan with the Royal Humane Society's Medal.

NEW STRAITS STEAMER.
Another new vessel for the Straits Steamship Co. arrived at Singapore from Hong Kong last week.
She is the "Selama," a vessel of 209 tons gross and 70 tons net, built in Hong Kong and registered in Singapore. The new vessel carries a crew of fifteen, has a bunker capacity of 25 tons and steams at eight knots. The "Selama" left Hong Kong on November 24.

CHINESE DECK PASSENGERS.
The total number of Chinese deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday was 998. Of these, 562 were carried in British ships.

DIED AT SEA.
Three Chinese deck passengers succumbed to beriberi on board the s.s. "Antung" while the vessel was on her voyage to the Colony from Singapore and Amoy.

FERRY LICENCES.

AMENDED REGULATIONS
GAZETTED.

The following regulations have been made by the Governor in Council under section 5 of the Ferries Ordinance, 1917, Ordinance No. 28 of 1917.
The regulations made by the Governor in Council under the Ferries Ordinance, 1917, set forth on pages 744-764 of the Regulations of Hong Kong, 1844-1925, under the heading "I.—Central," and amended as appears in Government Notification No. 309 of 1926, are hereby further amended by the revocation of the second or final proviso in regulation 3 (on page 744) and the substitution of the following proviso therefor:-
Provided further that such extensions together with the period for which the licence was granted shall not in any case exceed in the whole a period of eighteen years.
The said regulation 3, amended as above, shall apply to all licences already granted or which may hereafter be granted, in respect of any area, under the Ferries Ordinance, 1917.
[Note.—The effect of the regulations is to make the possible maximum the same for all ferry licences.]

SHIPS "SQUEEZED."

ILLEGAL ACTS BY TROOPS.
An illustration of the manner in which commerce is being hindered in Shanghai came to our notice yesterday, says the "Shanghai Times" of November 30. The steamer "Taishun" was lying at a wharf in the French Concession where she had taken a large number of passengers on board and nearly completed stowing her cargo preparatory to leaving port, when two Chinese soldiers appeared and stated that the ship was to be utilised to carry troops. Most of the passengers cleared off the ship, and by the time the soldiers, who said they were to guard the vessel, had been induced to descend to the pontoon, whence they were ordered away by the French police, the commander saw himself losing quite a bit on the trip whether soldiers went aboard or not. The ship, however, was forbidden to leave by military agents. The commander settled the matter by paying \$100 to the military, and the ship sailed with a small passenger list.
We learn that the steamer "Hsin-chang" is at a buoy in the river with two native soldiers on board acting as "guards." Probably she will be released when the commander pays out the necessary "squeeze." Are these illegal acts committed with official connivance or are they the independent actions of leaders of bands of troops stationed in this region? In either event the local officials are responsible and a stop should be put to the practice at once.

TICKLING THROAT.
Did you ever have that nerve-racking experience caused by a bit of mucus or phlegm that stubbornly refuses to be dislodged, but tickles and tickles until it sometimes almost strangles? Just a few sips of Chamberlain's Cough Remedy, swallowed very slowly and allowed to glide down the throat, will stop that tickle and at once give you immense relief. Try it that way too for hoarseness, bronchial and other coughs. For sale everywhere.

BANK LINE LTD.

AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE
UNITED KINGDOM & CONTINENT
ELLERMAN LINE
S.S. "CITY OF TOKIO" Marseilles, Havre, London, Rotterdam & Hamburg 3rd January.
S.S. "CITY OF CALCUTTA" Marseilles, London, Rotterdam & Hamburg 18th January.
S.S. "CITY OF PEKIN" Havre, London, Rotterdam & Hamburg 14th February.
S.S. "CITY OF BENARES" London, Rotterdam & Hamburg 20th February.
AUSTRALIA
SINGAPORE/AUSTRALIA AUSTRAL-EST INDIES LINE
"CITY OF SPARTA" Leaves Singapore 7th January.
"CITY OF PALERMO" Leaves Singapore 7th February.
For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line and other services.

BOSTON, NEW YORK & BALTIMORE
AMERICAN & MANCHURIAN LINE
S.S. "CITY OF LAHORE" via Suez Canal 27th December.
S.S. "CITY OF BEDFORD" via Suez Canal 23rd January.
S.S. "CITY OF KIMBERLEY" via Suez Canal 20th February.

MAURITIUS & SOUTH AFRICA
ORIENTAL AFRICAN LINE
S.S. "TINHOU" 1st half April.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.
For freight or passage on any of the above lines apply to:-
Telephone Central 4781
THE BANK LINE, LTD.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 22
EMPERESS OF ASIA	Jan. 25	Jan. 28	Jan. 31	Feb. 3	Feb. 12
EMPERESS OF CANADA	Feb. 15	Feb. 18	Feb. 21	Feb. 24	Mar. 4
EMPERESS OF RUSSIA	Mar. 7	Mar. 10	Mar. 13	Mar. 16	Mar. 25
EMPERESS OF ASIA	Mar. 28	Mar. 31	Apr. 3	Apr. 6	Apr. 15
EMPERESS OF CANADA	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 5
EMPERESS OF RUSSIA	May 9	May 12	May 15	May 18	May 27
EMPERESS OF ASIA	May 30	June 2	June 5	June 8	June 17

SPECIAL FARES TO EUROPE
£120 £112 £83
All first and second class rooms on the "Empress of Canada," "Empress of Asia" and "Empress of Russia" are fitted with hot and cold running water.

HONG HONG—MANILA SERVICE.
Leave Arrive Leave Arrive
Hong Kong Manila Manila Hong Kong
Dec. 30 Jan. 1 EMPRESS OF ASIA Jan. 1 Jan. 2
Jan. 20 Jan. 22 EMPRESS OF CANADA Jan. 22 Jan. 24

CANADIAN PACIFIC EXPRESS
TRAVELLERS CHEQUES
PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.
Passenger Department: Tel. C.752 Cables: "GACANPAC."
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.
ANDES MARU Monday, 12th December.
AMUR MARU Friday, 6th January.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
MANILA MARU Saturday, 31st December.
BOMBAY—Via Singapore and Colombo.
BORNEO MARU Saturday, 24th December.
SHUNKO MARU Tuesday, 3rd January.
KASADO MARU Friday, 6th January.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MONHASA—Via Singapore and Colombo.
MEXICO MARU Thursday, 5th January.
CALCUTTA—Via Singapore, Penang and Rangoon.
BINGO MARU Friday, 23rd December.
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.
LONDON MARU (From Shanghai), Tuesday, 13th December.
ALABAMA MARU (From Shanghai), Wednesday, 21st December.
HAIPHONG—Via HONKOW & PAKHOI.
MENADO MARU Tuesday, 20th December, 10 a.m.
TAIKWA MARU Tuesday, 3rd Jan., 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS
ATLAS MARU Tuesday, 13th December.
SUMATRA MARU Thursday, 15th December.
KOHSHUN MARU Tuesday, 20th December.
KEELUNG Via SWATOW & AMOY.
KAO MARU Sunday, 11th Dec., 11 a.m.
HOZAN MARU Sunday, 18th Dec., 11 a.m.
TAIKWA MARU Wednesday, 21st Dec., 10 a.m.
TAKAO Via SWATOW & AMOY.
DELI MARU Thursday, 15th Dec., 10 a.m.
TAKAO—Direct.
KOHSHUN MARU Tuesday, 20th December.
DAIREN—via TAKAO.
For further particulars please apply to:-OSAKA SHOSHEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

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S.S. "CALULU"
Sailing on or about 19th DECEMBER, 1927
For BRISBANE, SYDNEY, MELBOURNE and ADELAIDE
via Haiphong, Manila, Iloilo, Kolambagan, Balikpapan, Samarai, Rabaul and Numea.
Steamer offers good Refrigerated Cargo Space.
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COPENHAGEN.
The M.S. "AFRIKA"
will be loading for Port Said, Marseilles, Havre, Rotterdam, Amsterdam, Hamburg, Bremen, Copenhagen and other Scandinavian and Baltic Ports on or about:
5th DECEMBER.
Further calls:- Expected on or about:- Will leave homeward bound on or about:-
M.S. "JAVA" 15th January
M.S. "AUSTRALIEN" 22nd February
M.S. "ASIA" 14th March
Subject to change without notice.
For further particulars, please apply to:-
JOHN MANNERS & CO., LTD.
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P. & O.-British India Apcar and Eastern & Australian Lines

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TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
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PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
MANTUA	10,046	10th Dec.	Marseilles and London
HIYEZAN	4,614	12th Dec.	Singapore, Colombo & Bombay
KHIVA	9,136	17th Dec.	Straits & Bombay
KASHGAR	9,005	24th Dec.	Marseilles, London, Antwerp & Hull
WOREA	10,953	7th Jan.	Marseilles & London
KALYAN	9,144	7th Jan.	Straits & Bombay
DEVANHA	8,155	21st Jan.	Marseilles, London, Antwerp & Hull
MALWA	10,980	4th Feb.	Marseilles & London
KHIVAR	9,114	18th Feb.	Marseilles, London, Antwerp & Hull
MACE DONIA	11,120	3rd Mar.	Marseilles & London
KHIVA	9,136	10th Mar.	Marseilles, London & Antwerp
KASHMIR	9,005	17th Mar.	Marseilles, London, Antwerp & Hull
KARMALA	9,128	24th Mar.	Marseilles & London
MANTUA	10,046	31st Mar.	Marseilles & London
KALYAN	9,144	7th Apr.	Marseilles, London & Antwerp
MONGOLIA	16,504	14th Apr.	Marseilles & London

* Passengers to Singapore only. † Not carrying passengers.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	14th Dec.	Singapore, Penang & Calcutta
KARMALA	9,254	10th Jan.	Singapore, Penang & Calcutta
TAKLIWA	7,936	14th Jan.	Singapore, Penang & Calcutta

B. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30th Dec.	Manila, Port Holland, Sandakan
ARAFURA	6,000	27th Jan.	Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.
The B. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolombangan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

GARMULA	5,254	14th Dec.	Shanghai, Moji, Kobe & Osaka
KALYAN	9,144	16th Dec.	Shanghai, Moji, Kobe & Yokohama
TAKLIWA	7,936	21st Dec.	Moji, Kobe & Osaka
DEVANHA	8,155	24th Dec.	Shanghai, Moji, Kobe & Yokohama
DELTA	8,097	1st Jan.	Shanghai, Moji & Kobe
ARAFURA	6,000	3rd Jan.	Moji, Kobe, Osaka & Yokohama
MALWA	10,980	7th Jan.	Shanghai, Moji, Kobe & Yokohama
KHIVAR	9,114	21st Jan.	Shanghai, Moji, Kobe & Yokohama
MACE DONIA	11,120	28th Jan.	Shanghai, Moji, Kobe & Yokohama
TANDA	6,956	7th Feb.	Moji, Kobe, Osaka & Yokohama
KASHMIR	9,005	18th Feb.	Shanghai, Moji, Kobe & Yokohama
KALYAN	9,144	18th Feb.	Shanghai, Moji & Kobe
MANTUA	10,046	2nd Mar.	Shanghai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	6th Mar.	Moji, Kobe, Osaka & Yokohama
MONGOLIA	16,504	17th Mar.	Shanghai, Moji, Kobe & Yokohama
MOREA	10,953	30th Mar.	Shanghai, Moji, Kobe & Yokohama
KASHGAR	9,005	13th April	Shanghai, Moji, Kobe & Yokohama
MALWA	10,980	27th April	Shanghai, Moji, Kobe & Yokohama
DEVANHA	8,155	11th May	Shanghai, Moji, Kobe & Yokohama
MACE DONIA	11,120	25th May	Shanghai, Moji, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Passengers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Freights, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONGKONG. Agents.

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AND
AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "MACHAON"	 Via Suez Canal	18th Dec.
S.S. "CITY OF LAHORE"	 Via Suez Canal	27th Dec.
S.S. "PYRRHUS"	 Via Suez Canal	13th Jan.
S.S. "CITY OF BEDFORD"	 Via Suez Canal	28th Jan.
S.S. "CITY OF KIMBERLEY"	 Via Suez Canal	20th Feb.
S.S. "LYCAON"	 Via Suez Canal	9th Mar.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., Hong Kong

Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

U. S. SHIPPING.

MR. O'CONNOR'S DUAL ROLE.

Mr. T. V. O'Connor, chairman of the United States Shipping Board, under a resolution unanimously adopted by the latter, has supplanted General A. C. Dalton as president of the Merchant Fleet Corporation, to serve in the dual role of head of both organizations. At the same time the seven members of the Shipping Board (the chairman included) become the board of trustees of the corporation as "the real governing body," and General Dalton retains his Government position in the capacity of vice-president and general manager of the corporation. Thus the reorganization of the Fleet Corporation has been effected.

Mr. O'Connor, interrogated concerning whether he discussed the reorganization of the Fleet Corporation during his conference with President Coolidge, declined to affirm or deny that the matter had been presented to the President for consideration.

In an authorized statement following the Board's action Mr. O'Connor said that it was his belief that "this change in procedure will have the effect of facilitating the carrying on of the work which has been accomplished during the past year, which from the standpoint of administrative and operating results has been one of the most successful in the history of the Merchant Fleet Corporation."

However, Mr. O'Connor in his statement reveals that "in order to place the business operations of the Shipping Board on a basis as nearly as possible approximating the standard commercial practice (and recognizing the necessity of placing in the hands of a single executive ample authority and control to properly conduct the affairs of the Merchant Fleet Corporation, such executive reporting to the Shipping Board as to a board of directors—it was necessary under the articles of incorporation of the Merchant Fleet Corporation to elect the chairman of the Shipping Board the president of the Merchant Fleet Corporation and chairman of the board of directors."

Explaining the status of General Dalton under the reorganization, Chairman O'Connor insisted that the former head of the Fleet Corporation will be vested "with the same administrative powers and duties which he has heretofore exercised as president of the corporation, responsible to the board of trustees (now the Shipping Board) for results in operation."

HUSTLE AT TYNE SHIPYARD.

A smart performance was accomplished at Sir W. G. Armstrong Whitworth and Co.'s shipyard, Wallsend-on-Tyne on October 24, when within five minutes of the launch of the "Varand," 8,500 tons deadweight, building for the Baltic Trading Co., Ltd., the keel plates of a sister ship for the same owners were laid. The "Varand" had scarcely touched the water when numbers of workmen sprang into the launching ways and replaced the blocks and the keel plates, weighing 32 cwts. were slung into position on the blocks.

Miss Beryl Weatherley, who christened the "Varand," also laid one of the keel plates.

Referring to the incident, Sir Eustace L. Tennysen, director of Armstrong Whitworths, said it was a unique performance so far as their shipyard was concerned, but he hoped it would be a precedent for other shipowners to follow, a launch with another order.

Mr. A. O. Goukassou, on behalf of the owners, remarked upon the pleasant relations between the firm and Armstrong Whitworths during the past twenty years, during which seven vessels were built.

A FINE TESTIMONY.

LINER THAT RUNS LIKE HIGH-CLASS CAR.

Lord and Lady Kysant returned to England on October 24 by the motorship "Carnarvon Castle," the latest addition to the South African mail service.

In an interview, Lord Kysant said: "I have had the opportunity of studying at first hand the performance of the high-powered motor-engine as applied to a large passenger liner, and I am more than satisfied with the result. Throughout our tour of nearly 14,000 nautical miles the two Harland-B. and W. eight-cylinder, double-acting motor-engines have worked with the smoothness and efficiency of a high-class motor car, and the view I have so long held regarding the value of the internal-combustion engines for marine propulsion have been strengthened and confirmed."

Lord Kysant also said, the general impression he gained in South Africa, was that there was a distinctive optimistic tone in regard to agricultural, mineral, commercial and industrial outlook in the Union, and there are at present all the elements which make for continuous development and prosperity. Given reasonably favourable conditions, South Africa should experience a period of even greater progress and prosperity than in the past.

MOVEMENTS OF STEAMERS.

The B. I. s.s. "Garmula" left Singapore for this port on December 2 at p.m., and is due here Monday morning.

The Ben Line s.s. "Bendoran" from Middlesbrough, Antwerp, London and Straits is due to arrive here on Monday.

The P. & O. s.s. "Kalyan" left Singapore for this port yesterday at 7 a.m. with the outward English mails, and is due here on December 14 at about 4 p.m.

The C.P.S. R.M.S. "Empress of Russia" (Capt. A. J. Hosken, R.N.R.) (from Manila) is due here on Monday afternoon and will berth at a buoy off Kowloon Dock. She will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at noon on the 4th January, (Wednesday), 1928.

The s.s. "Calulu" (D. & Co.) sailed from Rabaul on November 30, and is expected here on December 13.

The m.v. "Delhi" (Swedish East Asiatic Co., Ltd.) left Rotterdam on December 6 and is due here on or about January 13.

The s.s. "Corby Castle" (D. & Co.) sailed from Honolulu on November 26, and is due in Manila on January 1, 1928.

The M.V. "Viminale" (D. & Co.) sailed from Aden on December 5, and is due here on January 5, 1928.

The M.V. s.s. "Canton" (Swedish East Asiatic Co., Ltd.) left Rotterdam on November 22, and is due here on or about January 5.

CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. "Kina" are reminded to take delivery of their goods which will be subject to rent after December 11.

Consignees of Cargo ex M.V. "Remo" are reminded to take delivery of their goods which will be subject to rent after December 14.

Consignees of Cargo ex s.s. "Andre Lebon" are advised to send in all claims to the Agent before December 16.

MASTER OF NIAGARA

CAPT. A. C. SHOWMAN'S DEATH.

Sydney, Nov. 6.
Captain A. C. Showman, of the Union Line, died at a private hospital in Sydney on Nov. 5. He was aged 55.

The late Captain Showman, who was master of the liner "Niagara," was married on the voyage before last.

During the last voyage of the "Niagara" from Vancouver to Sydney the late shipmaster asked to be relieved of his command at Auckland because of illness, and another master took charge. Captain Showman came on as a passenger.

Joining the Union Company in 1903 as second officer, he had rapid promotion, later commanding most of the company's vessels.

CONSIGNEES.

LYOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

M.V. "REMO"

From Trieste, Venice, Brindisi, Port Said, Massaua, Aden, Karachi, Colombo, Penang and Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All claims against the vessel must be presented to the Under-Signed on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 10 a.m. by our surveyors Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hong Kong, 8th December, 1927.

SERVICES-CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

THE Steamship

"ANDRE LEBON"

BRINGING CARGO from MARSEILLES, &c., also cargo from Bordeaux ex s.s. "VENUS" and cargo from Havre & Cognac ex s.s. "LIEUT. DE LA TOUR."

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the HONG KONG KOWLOON WHARF & GODOWN CO., LTD., KOWLOON, whence delivery may be obtained immediately after landing.

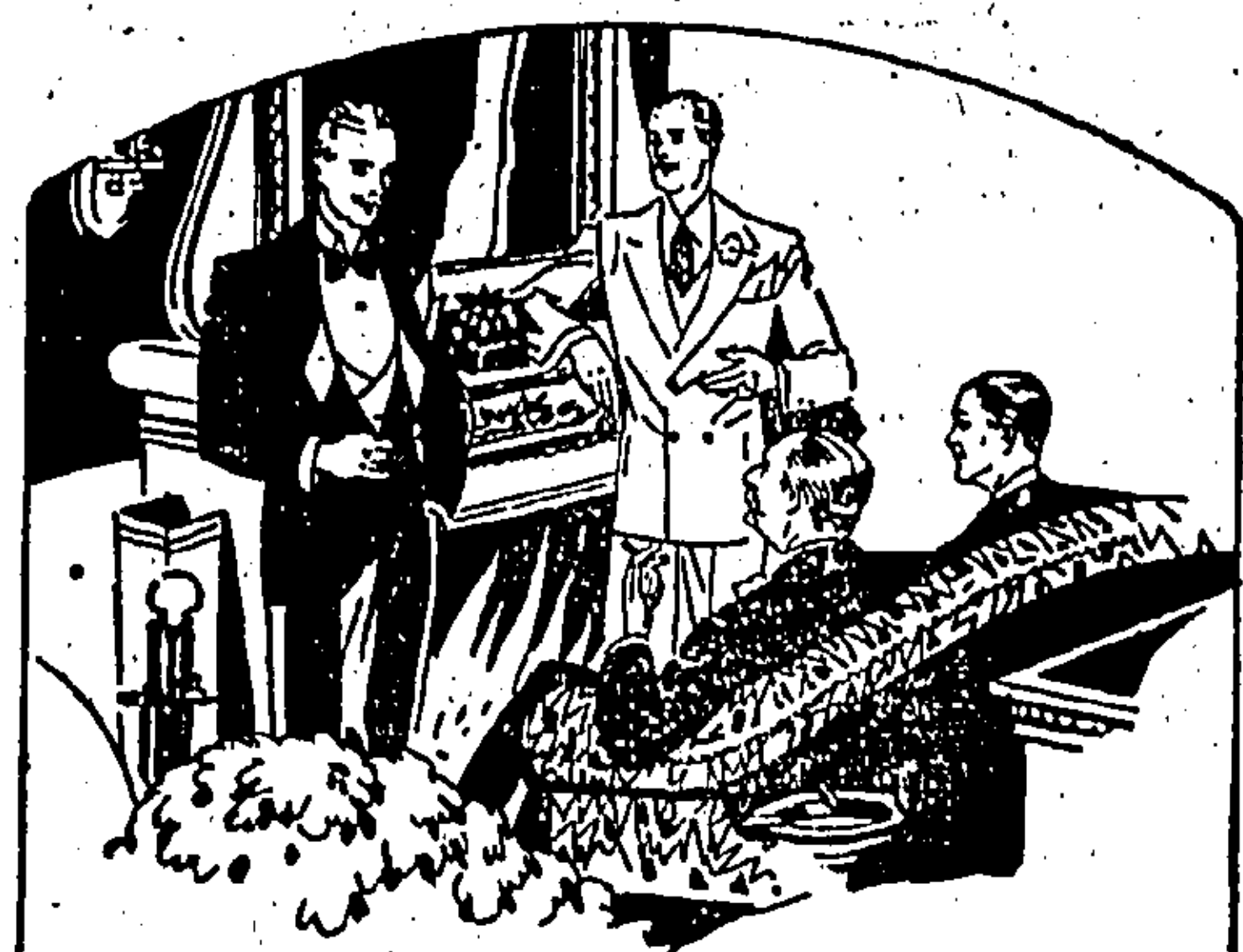
All claims must be sent in to me on or before FRIDAY, the 16th instant, or they will not be recognized.

DAMAGED PACKAGES will be examined by the Company's Surveyor, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on TUESDAY, the 13th December, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,
Agent.

Hong Kong, 7th December, 1927.



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The smoking room aboard President Liners—dedicated to the man who likes a good smoke, companionship and the supreme enjoyment of genuine travel comfort.

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The public rooms are luxuriously appointed and inviting.

All staterooms are outside, splendidly furnished and equipped with beds—noe berris. Each room has hot and cold running water, also fans, wardrobe, thermos bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these giant passenger liners.

The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining.

The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances,—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners.

The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger liners outstandingly popular among travellers.

WEEKLY TRANS-PACIFIC SERVICE

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The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays

Pres. Jackson Dec. 20th.

Pres. McKinley Jan. 3rd.

Pres. Grant Jan. 17th.

Pres. Cleveland Jan. 31st.

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The Short, Straight Route to America
Fortnightly sailings on Wednesdays

Pres. Pierce, Dec. 14th 12.30 a.m.

Pres. Taft Dec. 28th.

Pres. Jefferson Jan. 11th.

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Fortnightly sailings on Tuesdays via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, Boston and New York.

Pres. Garfield Dec. 18th 8 a.m.

Pres. Harrison Jan. 1st 6 a.m.

Pres. Monroe Jan. 15th 8 a.m.

Pres. Wilson Jan. 29th 8 a.m.

Pres. Van Buren, Feb. 12th 8 a.m.

Pres. Hayes Feb. 26th 6 a.m.

TO MANILA

Pres. Jackson Dec. 12th 6 p.m.

Pres. Garfield Dec. 18th 5 a.m.

Pres. Taft Dec. 20th 6 p.m.

Pres. McKinley Dec. 26th 6 p.m.

Pres. Harrison Jan. 3rd 6 a.m.

Pres. Jefferson Jan. 3rd 6 p.m.

For Bookings, Passenger and Freight Information apply to
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Telephone Central 2477, 2478 and 795
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Dollar Steamship Line , and American Mail Line

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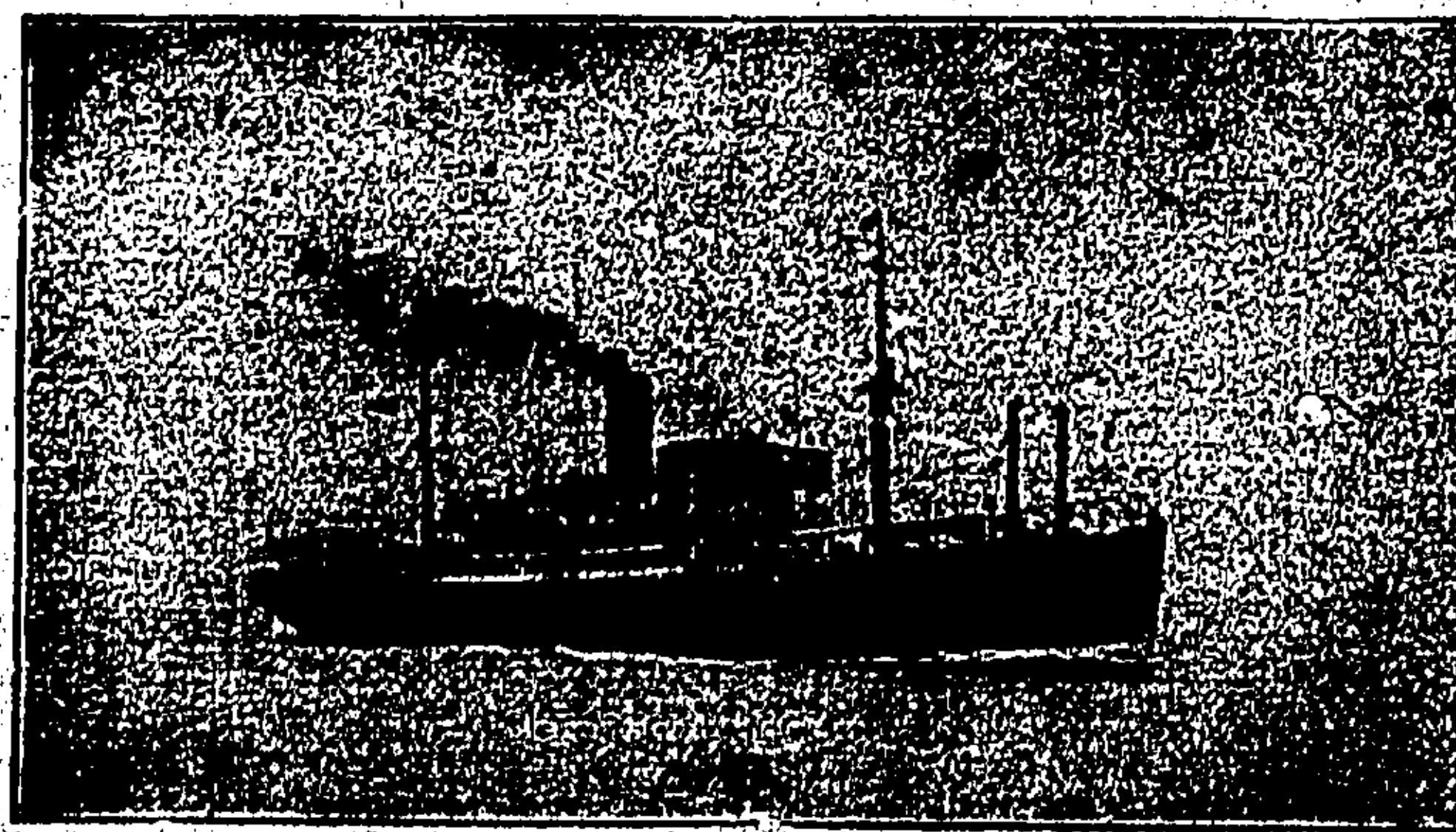
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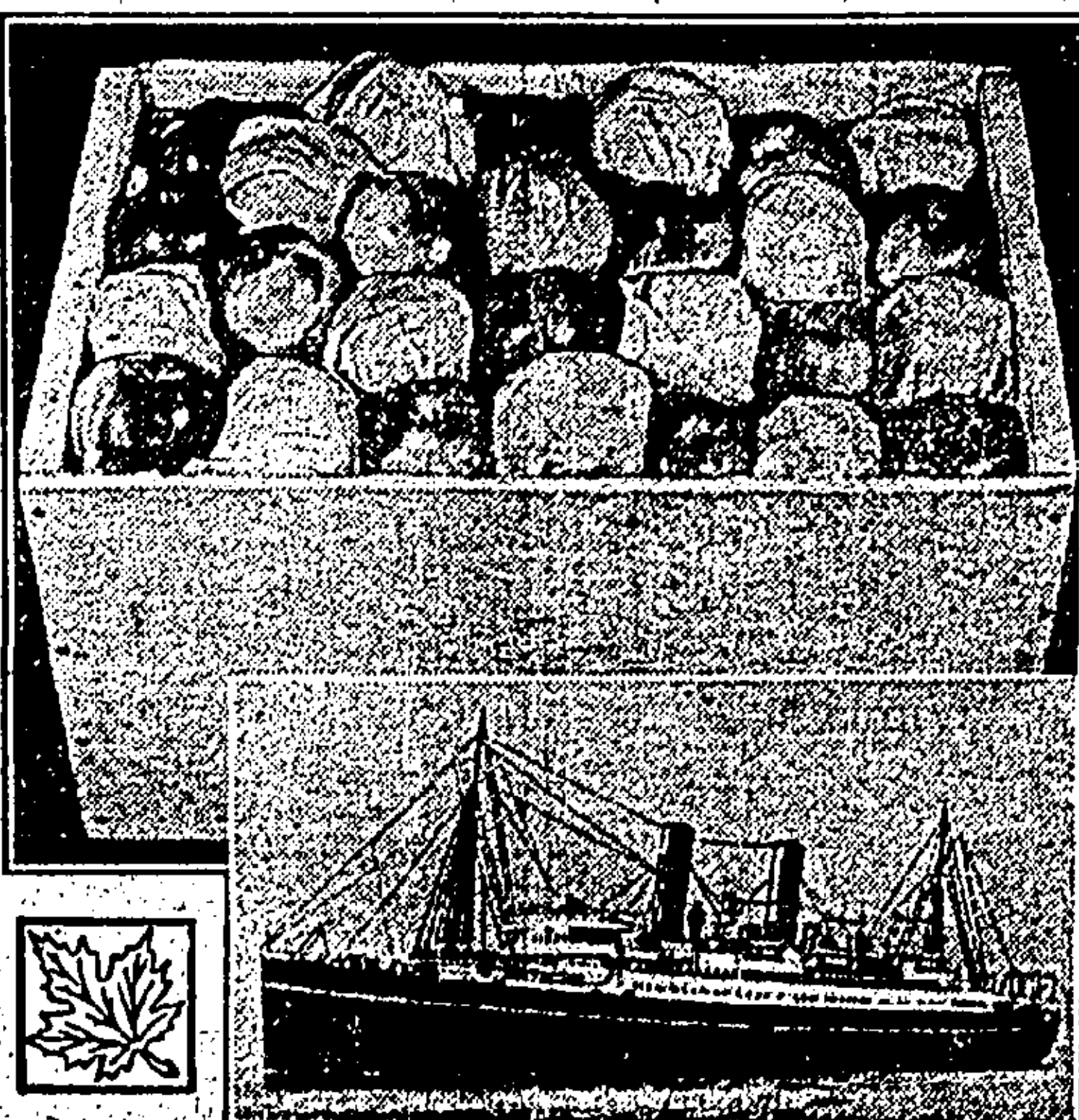
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Speed 14.77 K.N.T. 4050 D.W. 4215 tons.

Built and engined by the Hong Kong & Whampoa Dock Co., Ltd.

Please address enquiries to the Chief Manager:

R. M. DYER, S.S. "TAIPING," Kowloon Dock, Hongkong.



Canadian Apples for Overseas Xmas

"Say it with a Box of Canadian Apples" is the slogan being used this year by the Canadian Pacific Express Company in connection with the shipment of apples overseas as Christmas gifts. The idea of sending gift apples to England and other countries on the Continent has been approved by the general public to a much greater extent this year as evidenced by the increase in shipments. The above photograph shows one of the standard boxes in which the apples are shipped, weighing fifty pounds and contains approximately 150 apples. The fruit is not only a very fine advertisement for the country, but makes an unusual and acceptable gift for friends across the water.

Everything is done to insure rapid shipment of the fruit, the boxes going forward on the Canadian Pacific passenger liners plying between Montreal, Saint John and the British Isles and the Continent. Prices are quoted by the Company for Belgium, Denmark, Germany, France and practically all the countries of Europe.

CHOCOLATES

De Luxe

in
Wonderful Variety

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(FOSS)

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Gift La Merita
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The Latest Books for Over-sea Chinese

Dr. Sun Yat Sen's San Min Chu I

The Three Principles of the People, Translated into
English by Frank W. Price; Edited by L. T. Chen.
Price: cloth, 6/6; paper, 4/6; 6/6; 7/6; 8/6.

The Three Principles are the great forces that are now
driving China forward. This book, published by the China
Committee of the Institute of Pacific Relations, is to supply
the demand of Westerners and over-sea Chinese who wish to
know Dr. Sun's political theories. The translation is complete
and faithful to the original. Geographical and historical
references have been verified. Brief notes to explain familiar
names and references have been added. Each chapter is placed
with a brief summary.

What's Right with China

Edited by T. H. Lee, Litt. D. Price, \$2.50.

A collection of forty-three timely essays on the vital
questions confronting China and the world. These readings
in current literature offer practical suggestions for the solution
of China's problems. The book is intended for a text for
general reading, or readings in Civics and Social Science.

What's Right with China

By Dr. O. D. Rasmussen. Price, \$3.50
This book is cleverly written as an answer to Rodney
Gilbert's "What's Wrong with China." It presents the
Chinese point of view, and in it is answered a lot of the
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Chinese.

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Published by

The Newspaper Enterprise, Ltd.

Printers & Publishers

No. 5, WYNDHAM ST., HONGKONG

Telephone Central 22 & 4641.

Cable Address:—Mail, Hongkong.

All communications should be
addressed to the Newspaper Enter-
prise, Ltd., to whom all communications
should be made payable.

London Offices:—The Far Eastern
Advertising Agency (London),
Ltd., 38-39, Southampton Street,
Strand, W.C.2.

Hong Kong, Saturday, Dec. 10, 1927.

THE NEW TERRITORIES SHOW.

One of the greatest drawbacks to
the introduction of modern
methods in agriculture in the New
Territories has always been the in-
difference on the part of the farm-
ers to the whole question and to
the ignorance which breeds that
indifference. It is to be regretted,
therefore, that the New Territories
exhibition which was held this
week did not attract more from the
ranks of the farming classes to
witness the modern labour saving
devices which were demonstrated.
This is by no means the equivalent
of saying that the exhibition has
served no useful purpose. If the
apathy of the farmers is to be over-
come, it is only by constant illus-
tration of the benefits to be derived
from a greater interest in modern
methods that they may be led to a
proper appreciation of what they
are missing.

The possibilities of greater de-
velopment of agriculture and other
industries in the New Territories
have been the subject of Govern-
ment attention on numerous occa-
sions. In 1921 an Economic Re-
sources Committee was set up to
enquire into the possibilities of
making the Colony independent of
other produce markets than the
New Territories. The report was
not altogether favourable owing to
the apathetic attitude of the farm-
ers to scientific production. At
the same time, the Committee re-
commended that expert examination
of the soil should be made with a
view to securing technical advice on
fertilisation and otherwise improv-
ing the fertility of the soil. It was
thought that grants of small cap-
ital should be made to families re-
quiring money to start in industry.
Since then attempts have been made
along these lines and the various

industries that are followed there
have been attended with varying
degrees of prosperity, such as
tobacco cultivation, cotton growing,
sugar cane, fruit, sweet potato,
onion and pea-nut cultivation.

In this connection, it is interest-
ing to note that one of the last
things mentioned by Sir R. E.
Stubbs, former Governor, in the
Legislative Council was that he
thought the last had not been
heard of plans for developing in-
dustries in the New Territories, in
spite of the indifference of the
people themselves. "Other than
listening with their customary
politeness to what I had to say to
them on the matter," said Sir
Reginald, "nothing has up to the
present been done by the Chinese
elders." It is encouraging to note,
however, that a change for the bet-
ter has now taken place and that
the Chinese elders rendered every
assistance in the running of this
week's show and exhibition.

The present Governor of Hong
Kong, who numbers many old
friends amongst the New Terri-
tories village elders, has taken a
keen interest in the matter, and
there are signs of a more acute
realisation of the benefits to be
derived to villagers and farmers
alike in the introduction of more
modern methods of production. The
organisers of the exhibition are to
be congratulated on the success
which attended the initial effort
and all far-seeing residents will
agree with the confidence which was
expressed in the future growth of
the New Territories industries now
that there are signs of an increas-
ing interest in modern methods.
The plea of isolation, at any rate,
cannot now hold. Roads and rail-
ways have made intercourse easier
and the time cannot be far distant
when the time-honoured methods of
the New Territories farmer will be
broken into and when by example
and precept he will be led to take
more stock of his soil, cattle, pro-
duce, etc., in order that Kowloon
with its hinterland may justify it-
self as "the beehive of industry of
South China."

TWO STOLEN BLANKETS.

Sentences of one month's hard
labour (or a fine of \$50) each were
imposed by Mr. W. Schofield at the
Kowloon Magistracy yesterday on
two Chinese medicine dealers who
were convicted of pawing two
white woollen blankets belonging to
Mrs. Cook of No. 4, Banoo Building,
Building.

The blankets were stolen from
the verandah of Mrs. Cook's house
on November 28.

Both defendants relied on alibi
but his Worship accepted the evi-
dence of identification.

CHINESE WILLS.

PROVISION MADE TO ADOPT
A SON.

A \$25,000 ESTATE.

In a will to which probate has
just been granted, a desire is ex-
pressed by purchaser to purchase a
son to succeed him.

The will in question is that of
Chan Ming-kai, late of 990, Canton
Road, Kowloon, who died on May
18, this year, at 2, Pun Lui Lane,
Fat Shan, Kwangtung.

His Hong Kong estate is valued
at \$2,500, and probate of the will
has been granted to Kwong Shek
King, of 54, Queen's Road West, a
merchant.

Included in the will is the follow-
ing:—"My mother is old, my wife
is young. I have no children nor
have I brothers of the same centre.
I recollect that I have toiled
throughout my whole life and saved
a little surplus. I want to buy a
boy to inherit me. If he be ad-
mitted into the clan, a sum of \$500
should be appropriated for the An-
cestors' Worshipping Fund. If ad-
mittance to the clan be refused, then
let the matter of appropriation
drop."

The will concludes by saying that
no clansman shall be allowed to in-
terfere with the estate, and his wife
is not allowed to touch it at ran-
dom. "She is only allowed to re-
ceive maintenance every month, so
that she may not be hungry and
cold, and that will do."

Another Estate.

Probate of the will of Wong Fan-
tang, otherwise Wong Shung Kim
Tong, otherwise Wong Pui-yam,
otherwise Wong Kim Kee, late of
6, Po Hing Fong, who died on June
29, 1923, at the same address, has
been granted to Wong Shiu-fan (or
Faan), of 6, Po Hing Fong, mer-
chant and son of testator, and also
the only surviving executor named
in the will, the other executor, tes-
tator's widow having died.

Estate in the Colony is valued at
\$25,500, and is left entirely to the
son.

\$8,000 Left.

Probate of the will of Chan Lam-
hing, alias Chan Hing, alias Chun
Chak-sang, a contractor of 70, Des
Vaux Road West, first floor, who
died at the French Hospital, Cause-
way Bay, on June 4, this year, has
been granted to Chan Pun-shi, his
widow, of 25, Chinese Street, Hong
Kong, second floor, and Chow Nim-
tung, a merchant, of 13, Pottinger
Street, Hong Kong.

Local estate is valued at \$8,000,
and everything is left on trust to
be invested for the equal benefit of
three children as they each attain
the age of 21 years.

FAMINE RELIEF.

ALLOCATION FOR SHANTUNG
AREA.

Forty-six thousand dollars have
been allocated for urgent relief
work among 18 worst affected dis-
tricts in the Shantung famine area
at a recent meeting of the Shantung
Committee of the China Interna-
tional Famine Relief Commission at
Tainan. This sum will be devoted
to the purchase of grain and winter
garments. The districts which will
receive relief follow:

Class one (\$3,000.00 each)—Fei
Hsien, Yen Chow, San Hsien, Lin I,
Hsian, Yen Chow, San Hsien, Lin I,
Lin Ching, Kwan Hsien and Chin
Hsian.

Class two (\$2,000.00 each)—Ping
Yin, Chu Hsien, Tung Ping, Ch'eng
Wu, Tung Wo, Ch'ang Ch'ing, Wen
Hsian Hsien and Fei Ch'eng.

EPIDEMIC DISEASES.

FIGURES FOR EASTERN
PORTS.

The following is the Health Bul-
letin of Eastern Ports for the week
ending December 3:—

Plague.
2 cases at Alexandria (2 deaths).
Rangoon (2 deaths).

1 case at Cherbion.

2 cases at Maccassar (2 deaths).

Cholera.

77 cases at Calcutta.

Rangoon (1 death).

2 cases at Singapore.

1 case at Batavia (1 death).

1 case at Bangkok.

1 case at Canton (1 death).

Small-pox.

1 case at Aden.

2 cases at Basrah (2 deaths).

4 cases at Bombay (1 death).

3 cases at Calcutta (1 death).

1 case at Coochin.

2 cases at Madras (1 death).

2 cases at Rangoon (1 death).

1 case at Sourabaya.

1 case at Bangkok.

1 case at Dairen.

1 case at Changchun.

1 case at Mukden.

1 case at Osaka.

HOSPITAL COMFORTS.

The Hospital Comforts Commit-
tee acknowledges with many thanks
receipt of parcels of literature from
Mrs. Bartlett and Mrs. Pryde.

GAS AND ITS USES.

"PAPER" AT ENGINEERS'
INSTITUTE.

NOT FAMILIAR TO MANY.

Mr. A. Hevey, of the Hong Kong
& China Gas Co., Ltd., read a paper
on "Gas, its distribution and uses"
yesterday afternoon to a large at-
tendance at the Institution of En-
gineers and Shipbuilders of Hong
Kong.

Mr. W. J. Hill (the President)
was in the chair. Introducing Mr.
Hevey, the President said that his
discourse would be on a subject
that was not familiar to many and
that was why it should be all the
more interesting.

After replying to several techni-
cal questions, Mr. Hevey demon-
strated the working of dry and wet
meters and explained the use of
other apparatus.

Mr. J. Ormiston proposed a vote
of thanks to Mr. Hevey, for bring-
ing the apparatus and for running
a gas pipe into the Institute for the
occasion. The proposal was re-
ceived with acclamation.

THE LECTURE.

In the course of his lecture, Mr.
Hevey traced the evolution of gas
for lighting purposes from experi-
ments made in the early eighteenth
century to the practical application
of coal gas for artificial illumina-
tion in the closing years of that
century, through the invention of
William Murdoch, at Redruth,
Cornwall.

The first application of the in-
vention as a commercial and econo-
mical substitute for lamps and
candles was made by Murdoch at
Birmingham, stated the lecturer
and it was interesting to note that
to-day it was furnished with one
of the most important industrial gas
undertakings in the world supply-
ing gas to the industrial field.

The application of gas to some
of the manufacturing processes for
which Birmingham had long been
so justly famed, was touched upon,
also its gradual introduction for
town lighting purposes in 1826 and
following years.

Hong Kong Conditions.

The introduction of the upright
incandescent mantle in 1887, of the
inverted mantle in 1903 and the
conversion of street lamps to the
super-heated cluster of small man-
tles in 1912 was also touched upon
by the lecturer who then passed on
to the question of mains in regard
to which technical matters were ex-
plained in a lucid manner.

In Hong Kong we had about 90
miles of low pressure mains com-
mencing with a 15 inch cast iron
trunk main from the Whitty Street
works, branching and sub-dividing
to the various parts of Hong Kong
and the Peak. The whole distribu-
tory system was planned with
the idea of procuring a
continuous flow of gas through
each section of the main.
The branches of one artery or trunk
main, were connected to branches of
other arteries or trunk mains, and
when any section of the main was
shut down for repairs or for the
purpose of inserting new branches,
there was gas up to the point where
the work was being carried out.
This was essential, as there were
so many householders, business and
industrial concerns dependent on a
constant supply of Gas during the
day and night. To them the shut-
ting down of a main for a compar-
atively short time would be a serious
matter.

High Pressure Gas.

Mr. Hevey then dealt with the
various factors which had to be
taken into consideration in the lay-
ing of mains and, coming again to
the system obtaining in Hong Kong
in regard to high pressure gas, stated
that there has recently been in-
stalled in Hong Kong a booster for
supplying gas into the holders of
Wanchai Gas Storage Station. The
gas would be compressed at West
Point Gas Works to an initial pres-
sure of 2½ lbs. per square inch and
delivered through an existing 8 inch
main into the gasholders at Wan-
chai. The pressure thrown by the
holders was in turn governed down
to the required district pressures
by means of Station Governors.

Mr. Hevey outlined the basic prin-
ciples of light and stated that the
theoretical side of illuminating en-
gineering must be applied in every
case of lighting. He then dealt
with the development of luminous
and bunsen burners in the evolu-
tion of hot water apparatus and in
conclusion stated:

Small Undertakings.

It will be of interest to note that
the gas supplied by most of the
small undertakings is entirely Coal
Gas, but with new exceptions the
larger works distribute a mixture
of Coal Gas and Carburetted Water
Gas. This latter Gas is made from
Coke and Oil and during 1925 the
volume produced amounted to 17
per cent. of the total Gas produced
in Great Britain. The advantage
of its manufacture lies in its value
as a reserve plant, quickly put in or
out of action, in using surplus Coke
and as a means of Coal conserva-

NURSES' PENSIONS.

AMENDMENT OF MINUTE
PUBLISHED.

MATRONS AND SISTERS.

The following amendment of the
Pension Minute which appears in
the General Orders of the Hong
Kong Government is published in
the "Government Gazette":—

The Pension Minute is amended
by the substitution of the following
paragraph for paragraph 8 of
Clause No. 1:—

(1) Every European matron of a
Government hospital, and
every European nursing sister,
who has served for a period of
10 years and has attained the age of 50 years,
or who, irrespective of age,
has served for a period of
20 years, may be allowed to
retire and may be awarded
a pension at the rate of ten-
sixtieths of her salary with
an addition of one-seventh-hun-
dred-and-twentieth of each
month of service in excess of
ten years; to the computation
at the said rate five-sixtieths
of the salary will be added
in respect of tropical allow-
ance.

(2) Personal allowances equiva-
lent to salary, referred to in
clause No. 12 of this minute,
shall in the case of every
European matron and every
European nursing sister re-
ferred to in this paragraph
8, who is entitled to free
quarters, with other privi-
leges (if any), be computed
at the sum of \$50 a year or
at one-sixth of the pay
reckoned in the computation
of her pension, whichever
sum is greater.

(3) Every nurse whose case does
not come within the provi-
sions of sub-paragraph (1)
of this paragraph but who,
being eligible for a pension,
has served for a period of
15 years or upwards may be
allowed to retire on attaining
the age of 50 years and may
be awarded a pension at the
rate of eighteen-sixtieths of
her salary with an addition
of one-seventh-hundred-and-
twentieth for each month of
service in excess of fifteen
years.

(4) The grant of pension to
matrons, nursing sisters and
nurses who have attained the
age of 55 years or who retire
before reaching the age of
55 on the ground of ill-health
will be dealt with under the
preceding paragraphs of this
clause.

TAILOR CHARGED.

ALLEGED THEFT OF MASTER'S
CLOTH.

The Indian tailor employed by
an Indian tailoring establishment
at Kowloon, who is charged with
stealing 53 pieces of cloth from his
employer, was again before the
Kowloon Magistrate yesterday.

Another Indian was also charged
with aiding and abetting.
Evidence showed that the accus-
ed (tailor) had approached a Chi-
nese with the view to selling him
some cloth. A few days after, the
Chinese introduced to accused an-
other Chinese who is a tailor. A
deal was closed and some of the
cloth was sold to the Chinese tailor
for \$230.

The case was then adjourned until
Friday next.

SERIES OF THEFTS.

JEWELLERY TAKEN FROM
EAST AND WEST.

Thefts of jewellery were re-
ported from both the eastern and
western districts yesterday, as
follow:—

No. 64, Queen's Road East, 2nd
floor—valued at \$703.

No. 22, Yik Ming Street (West
Point)—valued at \$33.

A Chinese master tailor at No.
26, Gough Street has also re-
ported the loss of \$180 which, he
alleges, was collected by a foki
whom he accuses of absconding.

SANITARY BOARD.

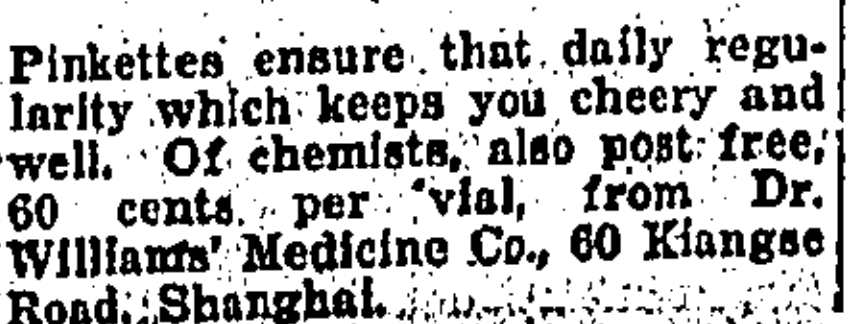
It is notified in the "Government
Gazette" that Mr. Jose Pedro
Braga, being the only candidate
who has been nominated, has been
elected a Member of the Sanitary
Board as from and including
December 8, 1927.

The process consists in in-
termittently gasifying the Coke
with steam in producers; the result-
ing Water Gas being carburetted
with oil gas produced in a succeed-
ing vessel, the carburettor, and finally
cracked into a permanent gas in
a further hot vessel, the superheater.
The Calorific Value of car-
buretted Water Gas varies from
300 to 500 B. Th. U. per cubic foot,
according to the amount of Oil used.

BANK NOTES.

Returns of the average amount of Bank Notes in circulation and of specie in reserve in Hong Kong, during the month ended November 30, 1927 (as certified by the Managers of the respective Banks:—

Banks	Average Amount.	Specie In Reserve.
Chartered Bank of India, Australia and China	\$15,172,084	\$5,800,000*



It is notified for general information that a Memorial of Re-entry by the Crown on New Kowloon Inland Lot No. 632 has been registered according to law.

The Police are reticent, but state that the master has been arrested for unlawful possession.

of Native In-	
est	7% p.a.
se Sub. Coin ...	28½% dis.
Kong Sub. Coin par.	

able at 100 in	
1930	£180,000 101½-102

By Order,
S. W. CHENG,
Secretary.
Hong Kong, 3rd December, 1927.

Ice House Street. Tel. C. 1322.

51, Des Vœux Road, Central. 1st Floor.

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on Christmas Morn**

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CRACKERS AND FIREWORKS

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ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.TO MAKE THE HOME
BEAUTIFUL—Have Your Curtains, etc.
Cleaned & Dyed by us.Our Business Hours:
MONDAY TO FRIDAY
From 8 a.m. to 7 p.m.
SATURDAY, from 8 a.m. to
5 p.m.
SUNDAY, from 8 a.m. to
12 Noon.The International Dry Cleaning & Dyeing Co.
19 Wyndham Street, Hong Kong. 36 Nathan Road, Kowloon.PHOTOGRAPHIC XMAS CARDS.
LARGE SELECTION.

LOCAL AND CHINESE SCENES.

LEE FONG.

No. 7, Wyndham St.

Tel. C. 4028.

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FOR TWO WEEKS ONLY.

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Exhibit a fine Collection of

NATURAL AND CULTURED PEARLS.

Also delightful pieces of mounted
Platinum, Jewellery for Ladies
and Gentlemen, Rings, Brooches,
Necklaces, etc. at very moderate
prices. Kodak's celebrated large
Australasian Pink Pearl costing
\$10,000 will be on view during
the exhibition.

See unique Window display.

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Art and Curio Experts.
St. George's Building.

LOCAL AND GENERAL, SOCIAL AND PERSONAL.

Sir Robert McAlpine has under-
gone a second operation in a Lon-
don nursing home.The Rance Dowager of Sarawak
has left Ascot Hill on a visit to
Miss Sealy, Tremar, Lelant, Corn-
wall.Lady Lugard was able on Octo-
ber 27 to leave the London nursing
home, where she has been under-
going treatment.The diplomatic representatives of
Japan, Siam and China attended the
memorial service for the Marquis
of Cambridge in the Chapel Royal,
St. James's Palace, on October 29.On October 28, H.M. the Queen
of the Netherlands entertained to
dinner Prince and Princess R of
Korea. The Queen conferred on
Prince R the Grand Cross of the
Netherlands Lion.The Japanese Ambassador was
among the guests of the Aldwych
Club on October 28, when Sir
Austen Chamberlain, Secretary of
State for Foreign Affairs, made an
important speech on foreign policy.Brigadier-General W. F. Dun-
donald Cochran, C.D., who died on
October 23 was one of the few
surviving officers of the massacre
at Isandhlwana, in Zululand, in
1879. He was D.A.A. and C.M.G.
in China and the Straits Settle-
ments from 1883 to 1887.The Nanking authorities have in-
sued an order forbidding all ser-
vants of the Nationalist Govern-
ment to smoke opium, either in
private or in public. Those dis-
obeying this order will, in addition
to being severely punished, be de-
prived of all official posts for life.The engagement is announced
between Mr. G. F. C. Woollett,
F.R.S., British North Borneo Civil
Service, son of Colonel W. C.
Woollett, F.S.A., late 27th Inniskil-
ling Fusiliers and Royal Army Pay
Corps, and Miss Cynthia Vickers,
daughter of Mr. and Mrs. Vickers,
of 15, Colehill Gardens, London,
S.W.6.London, Nov. 23.—The late
Lord Cable left unsettled
property in England valued
at £214,715. He bequeathed
£22,450 to the Calcutta General
Hospital, a like sum to St. Paul's
School, Darjeeling, Rs. 100,000 to
St. Vincent's Home, Calcutta, and
a like sum to the Bengal Chamber of
Commerce.Moscow, Nov. 23.—According to
the Tass News Agency, the Central
Council of Trade Unions of Russia
has decided to send to India a
Trade Union Congress delegation,
consisting of M. Lepse, (Chairman
of the All-Russian Union of Metal
Workers), M. A. Moscow (Secre-
tary of the Railway Transport
Union), and M. Voronoff.Paris.—The Viennese Anti-Kiss-
ing League is attempting to estab-
lish branches in the European cap-
itals. It has issued a proclama-
tion in seventeen languages declar-
ing that every time you deliberately
place your lips against another's
you absorb 40,000 microbes. It
says that indiscriminate kissing is
more dangerous than a motor
smash.Shanghai, Dec. 1.—Although 95
per cent. of the striking coolies on
the N.Y.K. wharves are under-
stood to be willing to return to
work, their leaders have prevented
it. The company has announced
that all who had not returned by
9 a.m. yesterday would be replaced
by new hands. The management
has advertised for replacements.Berlin.—A ton of Russian bank
notes of the face value of £1,000,
alleged to have been forged,
have been confiscated by the Frank-
fort Police from a printing works
in the vicinity. Ten arrests have
been made and they include a
Georgian plotter of the independence
of Georgia, which it was thus
hoped to finance, a Munich Sollic-
itor and a Frankfurt printer.The "Daily Mail" states that
Capt. Victor Dibovsky, formerly of
the Imperial Russian Air Force,
claims to have invented a man-
driven, apparatus imitating a bird's
flight. He is building a full-scale
lightweight metal contrivance with
flexible wings. The operator's ac-
tion causes the wings to flap
while the hands impart a feather-
combined movement found in birds.The following are included in
the results of the Michaelmas
examination of students of the
Inns of Court:—Roman Law, Class
III, and Constitutional Law (Eng-
lish and Colonial) and Legal His-
tory, Class III: Huek Hong Ong and
Yong Shi Meow. Yoshida Kentaro
also passed in the first subject and
in Criminal Law and Procedure,
Class III. All are students of the
Inner Temple.Guelf (Ontario), Nov. 24.—
Members of the Freshmen's class
at the Guelf Agricultural College
were fined 150 dollars each and
were punished by means of dis-
ciplinary measures for ragging a
young English student named Ed-
ward Beddoes, for alleged sneaking
to the authorities about minor mat-
ter. The ragging consisted of
dragging Beddoes through a pig
wallow and forcing him into a
filthy pig crate, in which he was
then carted to the principal the
roughfare of Guelf, where he
was auctioned. Other indignities
followed.The name of Mr. Arthur Mylo
has been added to the list of au-
thorised architects.Four men, believed to be agita-
tors connected with the Wah Yung
Knitting Factory strike were ar-
rested by the Police yesterday.Dr. J. B. Addison, Principal Civil
Medical Officer, Hong Kong, is pro-
ceeding on leave by the P. and O.
s.s. "Khiva" on Saturday, Decem-
ber 17.Knocked over by public motor-
car No. 200 in Nathan Road yester-
day afternoon, a Chinese man
has been admitted into the Kow-
loon Hospital for treatment.A dance for members and sub-
scribers has been arranged at the
Peak Club for this evening, begin-
ning at 9.15. There will be a
special late Peak Tram at 12.30.The King's Exequatur empower-
ing Mr. John J. Muccio to act as
a Consul for the United States of
America in Hong Kong, has re-
ceived His Majesty's signature.A report was made to the police
on Thursday night that a sum of
\$120 was stolen during yesterday
from the Hong Kong Boarding
House in Connaught Road Central.Brigadier-General Edwin B. Winans,
commanding the First Cavalry Divi-
sion, Fort Bliss, Texas, who has been
appointed superintendent of the U. S.
Military Academy at West Point,
succeeding Major General Merch B.
Stewart, retired.The annual exhibition of the
Hong Kong Art Club will be held in
Pedder Buildings, 4th floor, on
Wednesday and Thursday, from 10
a.m. to 1 p.m. and from 2 p.m. to 7
p.m.His Excellency the Governor has
appointed Mr. Lam Ping to be a
"Forest Officer" for the control
and superintendence of the forests
of the Colony, with effect from
December 1.A Chinese who expectorated in
Major C. Willson's court, at the
Central Magistracy yesterday, was
promptly haled before the Magis-
trate and summarily fined \$4 or
five days. He said he had come to
court to listen to a case concerning
a friend of his, and did not know
he was not allowed to spit.On the square, adjacent to the
Tin Hau Chinese Temple, Yaumatei,
60 small houses are to be built for
the benefit of hawkers. This
ground belongs to the Kwong Wah
Hospital which will thus benefit
from the rents charged. It is said
that over 160 applications for space
have already been received.Mr. H. Bos, Consul for the
Netherlands, who is one of the
Senior Consul's Deputies in the
Shanghai Provisional Court, is
leaving for Hong Kong, with her
13 aboard the N.Y.K. s.s. "Haka-
zaki Maru." His place will be
taken by Mr. Z. van den Berg, who
for several years was Mixed Court
Assessor in Chinese civil cases.Among passengers arriving here
from Home and ports by the P. &
O. s.s. "Morea" yesterday were:—
Mr. and Mrs. J. Ralston, Mr. F. C.
Wheeler, Mr. and Mrs. A. Marks,
Mr. and Mrs. G. Bird, Mr. R.
Harbeck, Mr. E. F. Wendham, Mr.
and Mrs. Peoples, Mr. J. Ferguson,
Col. and Mrs. McLaren and Miss
McLaren, Mr. W. K. Cochran, Mr.
H. F. Gerrard, Mr. W. Christie, Mr.
C. C. Shilton, Mrs. C. H. Mc-
Cormack, Mr. H. R. Forsyth, Mr.
and Mrs. Anderson, and Mr. W.
Coysh.London, November 23.—In the
House of Commons to-day, replying
to Mr. E. Thurtle (Labour), Sir
Austen Chamberlain said that
Government were maintaining a
naval detachment in the Persian
Gulf to do, inter alia, whatever
was possible to prevent slave deal-
ing. They were not able, however,
to abolish the traffic altogether.
He had not been informed that the
traffic had lately increased. He
was glad that Mr. Thurtle had
drawn attention to the slavery trial
held at Karachi on October 10, and
promised to inquire into the matter.The late Mr. Wilfred Clunies-
Ross (52), of Elphinstone Lodge,
St. Helens, Hastings, left £50,171
(net personally £47,682).Workmen excavating foundations
for St. Alban's Church, Swansea,
have found a vase, believed to be
Chinese, 18 in. high, 6 ft. down in
the clay.An interesting addition to the
many forms of gardening already
to be seen at Sandringham is now
contemplated—a Japanese garden
on rather a large scale.Mr. M. Curtis of Messrs. Fred.
Waterhouse and Co., Ltd., Singa-
pore, who has been at home for the
last two years in his firm's inter-
ests, is returning to Singapore.Marshal Chang Tso-lin has in-
structed the Mukden Arsenal to
send to General Chang Tso-hsiang
a large supply of shells for the at-
tack on Yenmengkwang, which is a
mountainous region.London, Nov. 18.—A workman
shovelling sand from the road into
a tub to be despatched for a build-
ing operation in the centre of Fleet
Street felt his spade strike some-
thing hard, which turned out to be
a live nine-inch shell.M. Besedovsky, formerly Coun-
sellor of the Soviet Embassy in
Tokyo, has been appointed Counsellor
of the Embassy in Paris, where
he will act as Chargé d'Affaires
pending the arrival of M. Dov-
galevsky, the newly-appointed
Soviet Ambassador in Paris.Several European skippers on
ships chartered by Chinese firms
state that they cannot understand
the reason why they have to
change their flags at Chefoo, Tien-
tsin and Dairen. At those ports,
they state, the five bar colour is
flown, and at others they have to
change their flags.London, November 21.—The late
Lord George Hamilton, who for
eight years was Secretary of State
for India, left £23,000. He directed
that none of his correspondence
with Lord Elgin or Lord Curzon
when they occupied the position of
Viceroy of India should be publish-
ed without the written consent of
the other correspondent, or of his
executors.Berlin.—"Ber Boersen Courier"
states that Dr. Wilhelm Boetskes,
Director of the Bank for German
Industrial Securities, has left for
Tehran, at the invitation of the
Persian Government to act as Fi-
nancial Adviser. This appointment
is presumed to be the outcome of
the Persian Government's refusal
to renew the contract of the Ameri-
can expert, Dr. Chester Millsap.The foreign population of Nan-
king is increasing at a steadily ac-
celerating rate, and there are now
at least 40 foreigners there. Ac-
cording to a list compiled by the
Ministry of Foreign Affairs re-
cently there were 22 foreigners re-
siding in Nanking. Japanese were
not mentioned at all, though there
are at least half a dozen of them
there, several engaged in regular
mercantile business.Peking, Nov. 29.—It is learned
that General Yen Hsi-shan, Gov-
ernor of Shanxi, has informed the
British authorities that he has in-
structed all district magistrates
and military and police bodies to
make inquiries concerning Lieu-
tenant T. S. Knowles, of the East
Yorkshire Regiment, who disap-
peared some time ago while on a
hunting trip, and to afford him all
protection if he is found.On Nov. 24 Miss Lalah Zink, of
the American Presbyterian Mission
of Changteh, Hunan, was united in
marriage with Mr. Ronald Adgie,
of the Shantung Christian Univer-
sity, at the home of Mr. and Mrs.
E. J. Bannan East Beach, Che-
foo. The Rev. J. E. Kidder per-
formed the ceremony, and the Bri-
tish and American consuls were
guests. The bride and groom
have left for England via Siberia.Rabat, Nov. 19.—The crowds
are acclaiming the newly-
elected Sultan, Mulai Sidis
Mada, who is only 18. He
has inherited his father's attrac-
tive personality and is well versed
in Moslem literature. The Sultan
will ceremonially enter Rabat to-
day and take effective possession
of the Throne. The Alaouite Dy-
nasty claims descent from Ali, the
son-in-law of the Prophet.Mr. John Marshall Hoste, of the
editorial staff of the "Shanghai
Times" was united in marriage at
a pretty ceremony on Dec. 4 at the
Holy Trinity Cathedral, Shanghai,
to Miss Dora Francis Evans. The
bridegroom is the son of the Rev.
and Mrs. E. D. Hoste, while the
bride is the daughter of the Rev.
and Mrs. A. E. Evans, thus uniting
two well-known missionary families
in the Far East. The Very Rev.
C. J. F. Symons officiated.The negotiations between the
Soviet Government and representa-
tives of Mongolia resulted, as
might have been expected, in a
victory for Moscow. The Mongo-
lian army will be under Soviet
command. A man named Margolin
will be at the head of it, whilst
Borodin will be appointed chief
military adviser to him. This last
appointment is meant to serve as a
screen for Borodin's activities in
Southern and Central China.

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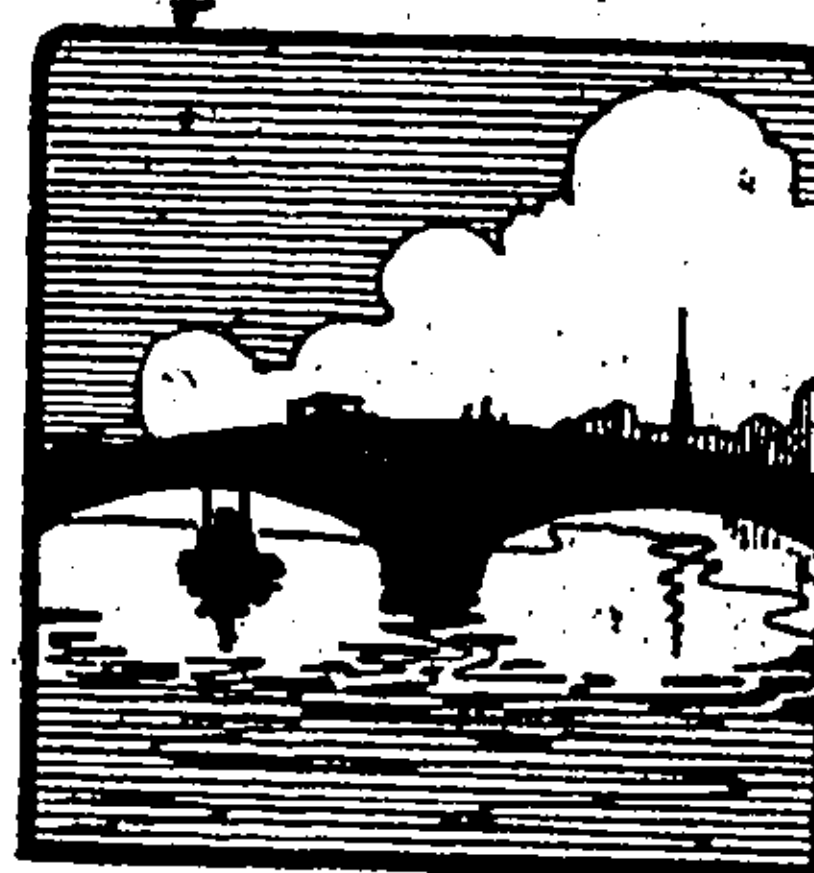
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IN ONE

"OVERLAND CHINA MAIL"

CHINA NEWS, LOCAL NEWS

AND ALL THE NEWS

SEND IT HOME!

Almost unparalleled in the annals of crime in the Colony
was an encounter between the Police and an armed robber
gang in the early hours of Wednesday morning. After com-
mitting a robbery in a restaurant the gang were stopped by a
Police picket but they immediately opened fire, shooting a
European lance-sergeant. A running fight then ensued, re-
sulting in a Police searcher being killed and Chinese and Indian
constables being injured. The casualties among the robbers
were one killed, one wounded, and one arrested. One man
only got clear.Another sensational incident during the week, fully re-
ported in the "Overland China Mail," was the attack on the
British steamer "Siantan," on the Yangtze and the capture
of Captain Lalor, who was held for ransom.Affairs in Kwangtung have again claimed considerable
attention, the various developments being explained in various
explanatory foot-notes by a specialist in Chinese politics.

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"THE OVERLAND CHINA MAIL"

SPORTS

MACAO RACES.

SPECIAL BOATS LEAVING
TO-MORROW.
PROMISING SPORT.

The fifth extra race meeting of the Macao Race Club will take place at Macao to-morrow when for the convenience of trippers special ships will run over from Hong Kong. Persons interested in Macao should take advantage of the opportunity offered to make the trip over in comfort, as the big vessels from the Canton run are but seldom put on to the Macao run.

The "Lungshan" leaves Hong Kong for Macao at 8.30 a.m. and reaches Macao shortly after 11.30 a.m. and as the races do not commence till about 1 p.m. that will leave ample time for a tour of Macao. The "Sai An" leaves Hong Kong at 9.30 a.m. and leaves Macao at 3.30 p.m. The "Lungshan" sails from Macao at 5 p.m. an hour after the last race, so there will be plenty of time to catch the boat after the last meeting.

Hong Kong racing men will not lose the opportunity to journey over the Macao, and others, including photographers interested in the forthcoming competition at Macao, should not miss the opportunity of visiting Macao. Those who have not yet seen Macao should make it a point of visiting this picturesque Portuguese colony which was already old before Hong Kong was born.

The racing promises to be exceptionally interesting, and the ponies entered are more evenly matched than has ever been the case. Good racing should result. There are now two Portuguese owners, His Excellency the Governor and Mr. Vasconcelos, whose ponies might possibly be seen on the Hong Kong course from time to time.

FOOTBALL.

GARRISON LEAGUE RESULTS
AND FIXTURES.

The following are the results of games played during the week:—

December 6.
H. Q. 2 2nd K.O.S.B. 2 20th H. Bty. R.A. 0.
H. Q. 1 2nd K.O.S.B. 1 12th H. Bty. R.A. 1.

December 8.
B. Co. 2nd K.O.S.B. 2 H. Q. 1 2nd K.O.S.B. 1.
R.A.O.C. 1 D. Co. 2nd K.O.S.B. 4.

Fixtures for Next Week.
Tuesday. R.A.M.C. v. B. Co. 2nd K.O.S.B. Referee: L. Sgt. Bunting.
K.O.S.B. 20th H. Bty. R.A. v. C. Co. K.O.S.B. Referee: Pte. Lamb. R.A.M.C.

Thursday.—H. Q. 2 2nd K.O.S.B. v. H. Q. 1 2nd K.O.S.B. Referee: Pte. Blackwood, R.A.M.C. 12th H. Bty. R.A. v. B. Co. K.O.S.B. Referee: S. Sgt. Gilmour, R.A.M.C.

All matches are at Sookampoo, kick off at 4.15 p.m.

CHESS.

ALEKHINE PROCLAIMED AS
CHAMPION.

Buenos Aires, Yesterday.
Alekhine has been officially proclaimed champion by the Argentine Chess Club, under the auspices of which the tournament was held. Of the \$10,000 purse Alekhine received \$5,400 and Capablanca \$4,600. Alekhine also received a gold medal from the Club.—Reuter's American Service.

CHINESE TENNIS.

CANTON VARSITY TEAM IN
HONG KONG.

LOCAL PLAYERS WIN.

By 72 games to 27, the Chinese Recreation Club defeated Lingnam University (down on a return visit from Canton) in a tennis match—doubles, three pairs to each side, on the lounge principle—at Causeway Bay yesterday afternoon. Scores (C.R.C. players mentioned first):
Ho Ka-lau and Yew Man-kit beat C. H. Ma and S. K. Ho 10-1; beat

WEEK-END SPORT.

TO-DAY.

Fantling Hunt: Hare and Hounds meet at Mr. Peter Potts' Bungalow, 2.45 p.m.

Yachting: 5th Championship race for racing yachts.
Y.M.C.A. Motor-Cycle Football, Mankok, 3 p.m.

Lawn Bowls: Open Singles Championship final, Kowloon C.C. Green; and presentation of Spey Royal Cup, League Shields and other trophies, 3 p.m.

Cricket League:—Division I: Craigengower C.C. v. C.S.C.C.; Chinese R.C. v. Royal Navy. Division II: Civil Service C.C. 2nd XI v. Royal Engineers.

Friendly Cricket: H.K.C.C. 1st XI v. K.C.C. 1st XI; Revere v. R.A.F.; Police R.C. v. Queen's Regt.; I.R.C. "B" v. H.K. Electric R.C.; University 2nd XI v. Club de Revere.

Football League:—Division I: Royal Artillery v. South China; Police v. K.O.S.B.; Chinese Ath. v. Club; Revere v. Queen's; Scots Guards v. Kowloon. Division II: "A" v. Revere v. St. Joseph's; Club v. Kowloon; K.O.S.B. v. South China; Royal Artillery v. University; South China "B" v. Chinese Ath. Division II: "B" v. St. Joseph's v. South China "B"; Kowloon v. Kung Woo; South China "A" v. Moslems; Scouts v. Chinese Ath.

Boxing Tournament: 2nd K.O.S.B. v. H.M.S. "Argus"; Murray Barracks, 9 p.m.

Hockey: Ladies v. Diocesan Girls' School, 3 p.m.

TO-MORROW.

Golf: Semi-Final of Royal Hong Kong Golf Club Championship, Fanling.

Fantling Hunt: Meet at Mrs. Hartford's Bungalow, 10 a.m.

Macao 5th Extra Race Meeting: Yachting: Naval Day at Royal Hong Kong Yacht Club.

Friendly Cricket: University Past and Present v. Combined League, 10.30 a.m.; I.R.C. "B" v. Queen's Regt., 2 p.m.

H. Y. Lo and G. W. Greene 9-2; beat A. R. Knipp and J. M. Henry 8-3.

Chung Wing-kue and Lau Fook-ki lost to Ma and Ho, 5-6; beat Lo and Greene, 9-2; lost to Knipp and Henry, 5-6.

Kwok Po-kan and Lau Man-kwong, beat Ma and Ho, 9-2; beat Lo and Greene, 8-3; beat Knipp and Henry, 9-2.

Coming Tournament.
Mr. G. W. Greene of Lingnam University has announced that a tennis tournament will be held in Canton, entries for which close on December 15. There are two open events, men's singles and doubles, for which Hong Kong players can enter. Trophies for these events have been presented by the American Association of South China.

SUTCLIFFE.

DECLINES CAPTAINCY OF
YORKSHIRE.

Rugby, Yesterday.
At a meeting of the Yorkshire County Cricket Club to-day a letter was read from Sutcliffe, the professional member of the Yorkshire team, regretting that he must decline the offer of the captaincy which had been made to him.

It was decided to offer the captaincy to Worsley, an amateur member of the team.—British Wire-
less Service.

Cable From Africa.
London, Yesterday.
Sutcliffe's refusal was contained in a cable from South Africa read at a meeting of the Yorkshire Committee. He thanked the Club for



Sutcliffe.

the offer and regretted having to decline, but is willing to serve under any captain.

The Committee resolved to offer the captaincy to captain W. A. Worsley.—Reuter.

A London cable of Nov. 2 stated: In the cricket world a sensation has been caused by the action of Yorkshire County Club appointing Herbert Sutcliffe county captain.

Sutcliffe remains a professional. Lord Hawke, who once said: "Pray God that no professional may ever captain England," and who presided at the Leeds meeting, interviewed said: "Hobbs will laugh and say that I have gone back on my opinion, but Yorkshire is a different matter from England." Yorkshire has not had a professional captain since Tom Emmett in 1883, whom Hawke succeeded. Sutcliffe is now en route to South Africa with the Marylebone team but it is understood that he knew the position and it is unlikely that he will refuse the captaincy.

HOCKEY.

RECREIO v. Y.M.C.A.

The following will represent Club de Recreio in a hockey match against the Y.M.C.A. at King's Park on Monday at 5 p.m. sharp:—H. M. Barros, D. Sousa, G. Remedios, A. A. Botelho, R. C. Reed, C. Basto, A. M. Xavier, C. Rosa Pereira, H. Alves, D. Lopes, and da Silva.

LADIES' TEAM v. DIOCESAN
GIRLS' SCHOOL.

The following team of ladies will play the Diocesan Girls' School, on the School ground, at 3.15 p.m. to-day:—

F. Stevenson; M. Wallace and B. Laing; E. O'Hagen, N. McNeillie, and M. Bird; M. Millard, E. Baker, E. Bell, E. Adair, and I. Bell.

CRICKET LEAGUE XI.

The following will represent the Cricket League against the Hong Kong University Past and Present to-morrow:—G. R. Sayer (Civil Service), captain; W. Brace, J. C. Lyal and A. W. Ramsay (Kowloon), A. Hanson (Craigengower), W. C. Hung (Chinese R.C.), Lt. Comdr. A. P. Shaw and Lt. Thompson (Royal Navy), S. A. Ismail, J. S. A. Curreen and A. H. Madar (Indian R.C.).

Scorer: W. F. Fincher.
A bus will leave the Supreme Court at 10 a.m.

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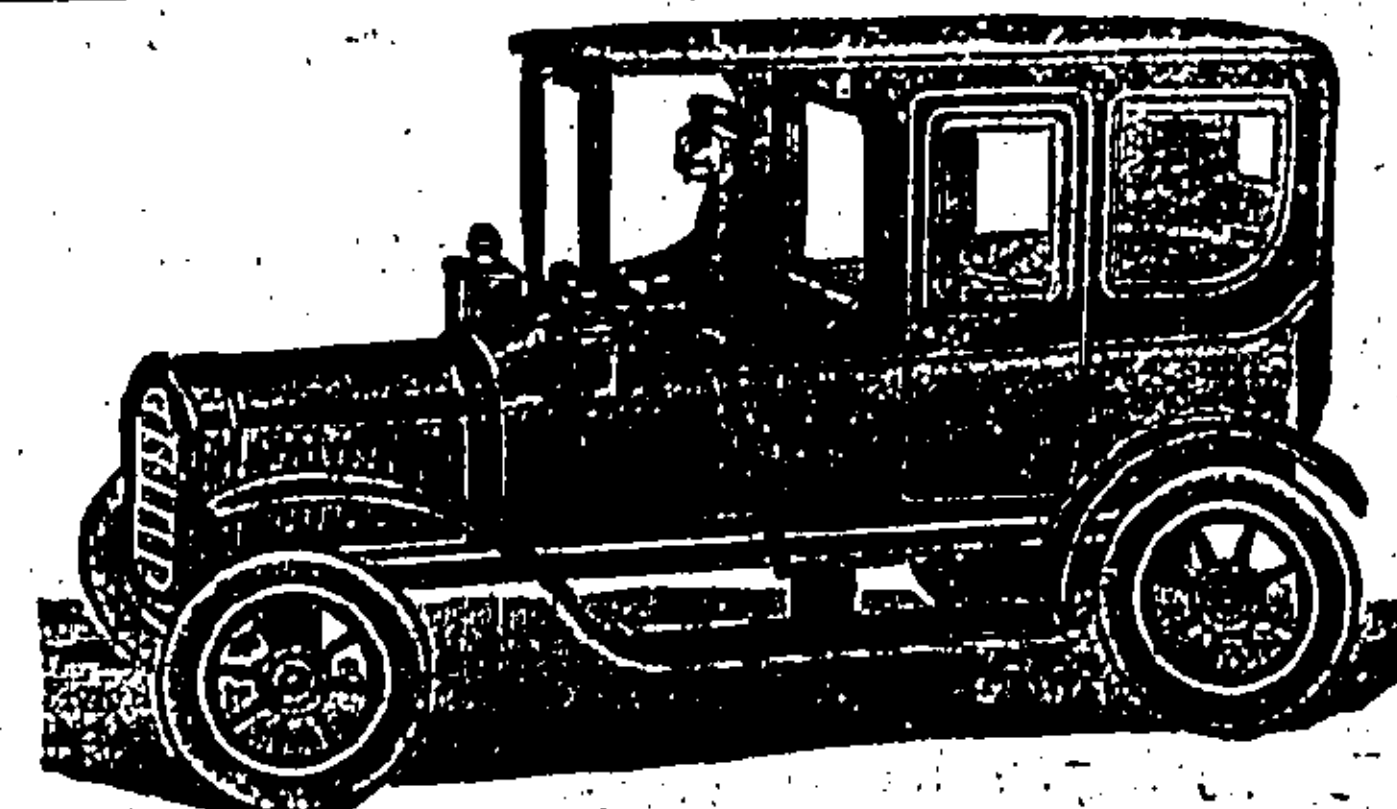
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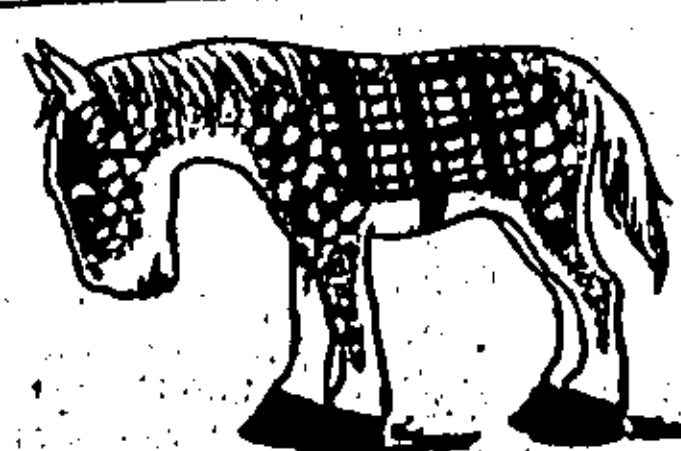
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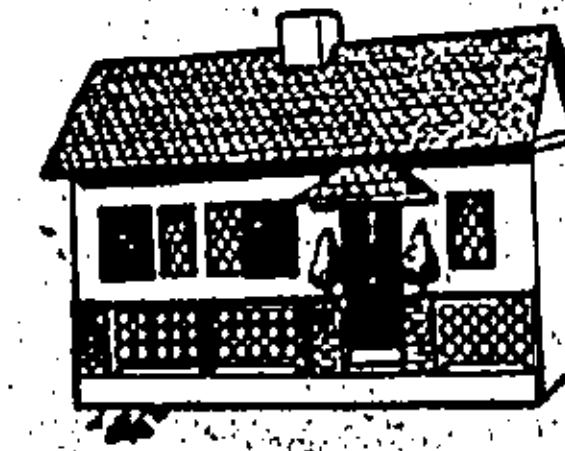
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AND THE R.A.
SHOWED
A VERY
FRIENDLY
UNDERSTANDING
IN THEIR
MATCH
LAST
SATURDAY.

GETTING AN EARLY START
THE QUEENS SCORED
PROMPTLY FOLLOWED
BY ONE FROM THE R.A.

AND LOOKS OF
CONTENTMENT BY
SUPPORTERS OF BOTH
TEAMS.

THIS
PUT
AND
TAKE
SORT
OF GAME
WAS
PROCEEDING
VERY
NICELY—
WHEN SOME ONE FROM
THE R.A. SCORED OUT OF
HIS TURN.

BUT THIS WAS QUICKLY
ADJUSTED BY THE
QUEENS EQUALISING.
WHILE THE
RESPECTIVE
SUPPORTERS
ONCE MORE COMPARED
NOTES.

POULTON OF THE
R.A. WHO PUT IN
SOME VERY
GOOD WORK.

Queen's Regiment v. R.A.

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MOTORING SECTION

FOUR SPEED GEARS.

AUSTRALIAN DRIVERS
 CRITICISED.

The suggestion is made in the following article from the "Motor," signed "A.Q.R.," that Australian motorists are not as careful in driving as they might be. It is claimed that an alteration in the gear ratios of English cars might tend towards the greater use of four-speed gear boxes in Australia.

"In almost every phase of human activity the swing of the pendulum plays an important part. Automobile construction and design are no exceptions to this rule and, although in the enthusiasm of the moment new models are constantly being hailed as the ultimate and the perfection of engineering art, finally never seems to get much nearer. It is not so very long ago that American manufacturers looked upon four-point suspension as the relic of a creed which was thoroughly outworn, yet the pendulum has started to swing again and the discredited method of early days has found an unexpected return to favour.

"A similar reversal of opinion has for some time been manifesting itself in the direction of the four-speed gearbox; here in this country the pendulum is still on the forward swing towards the three-speed principle, which now claims a following equivalent to about 40 per cent. of British models, but in America it is already moving in the opposite direction towards a reconsideration of the older principle.

The Four-Speed Underdrive.

"There is, for example, the design known as the four-speed underdrive, operating by direct in top and internal drive in third gear. Another model has the usual three-speed design but four gear changes, third being by internal gears in 1.4 and 1 gearbox ratio. The purpose of such experimentation is, of course, to provide two high gears in close relation, and this necessity is in turn dictated by the demand for higher speeds which is associated with the present trend of American design. The high top-gear performance of which the latest American multi-cylinder engines are capable has naturally reacted upon the question of ratios, reviving the demand for an additional gear, but differing from that of earlier practice in its closer relation to top gear.

"A recent suggestion for an ideal gear-box for American models proposed the ratios 4, 5 1/2, 9 and 15 1/4 to 1, and it can hardly be doubted that the advantages resulting from the additional gear under American conditions would fully compensate for the expense.

Insistent Top-gear Performers. "The question of the fourth speed under motoring conditions in this country is perhaps more one of taste than of mechanical importance, but in relation to overseas motoring and particularly to our greatest market, actual and potential, it has, on the contrary, a first-class significance. Australia is the home of the happy-go-lucky top-gear performer; having got into top, he will stay there all day if he can, often making demands upon his clutch and transmission which would strike horror into any well-bred British motorist. The life of a clutch facing in Australia may not infrequently be measured in months instead of years, and the disproportionate wear which is often to be noticed in the engine and transmission especially of high-speed models, it seems fair to attribute to habitual overdriving in top gear.

"The argument for discarding the fourth speed under British motoring conditions is easy enough to follow, but, except for consideration of economy, the reasons which prompted its application to export models as well are not so clear. Probably the argument was used that, as the Australian Motorist will not use his gears except under some compulsion, it was superfluous to provide him with more than three; but there are reasons for his reluctance which possibly did not receive consideration. In the first place, the versatility of American sixes in top gear has incultured the habit of ignoring the others. Another and perhaps more relevant reason is the steep drop from top to third gear which has been associated with most British models in the past; the overseas motorist has no time, either literally or metaphorically, for the necessary pause, but it seems reasonable to argue

SYNTHETIC FUEL.

GERMAN TRUST'S
 PROPOSAL.

No countenance is given by the "Deutsche Bergwerks-Zeitung" (the organ of the mining industry) or by the "Frankfurter Zeitung" to the story circulated by a financial newspaper that the Dye Trust is to flood the market with cheap artificial petrol (says the Berlin correspondent of the London "Daily Chronicle.")

Both papers refuse to accept the statement that the Dye Trust has contracted to deliver 120,000 tons of artificial petrol during the current year, and sound reasons are given for the refusal.

The Dye Trust is a very secretive body. The two papers agree that its original plan was to put artificial petrol on the market little by little, or one might almost say by stealth.

The Dye Trust's agents for the distribution will be the German Gasoline Company. It would appear that customers of the company are not to be informed whether the oil supplied is natural or artificial, and the first operation will be to test the market.

It was, of course, clear that when the representatives of the Rockefeller interests some months ago came to an agreement with the Dye Trust, the terms of which have not been revealed, they convinced themselves that the experiment of making artificial petrol on a large scale had shown that it could be done at an economic price.

STANDARDISATION.

IN MOTOR VEHICLE
 CONSTRUCTION.

The Standards Department of the Society of Motor Manufacturers, through the medium of the Institution of Automobile Engineers, has been distributing its standards as data sheets for the last three or four years, and without impeding the operations of designers has succeeded in making considerable reductions in the number of separate designs for what might be represented by a much smaller number of components. In one instance, for example, several hundred sizes current before the issue of the first of their data sheets on the subject have been reduced successively to 32, 11, and at the present time 6. A number of materials and other components have also, after consultation with the British Engineering Standards Association, incidentally the disposition to specialise is shown also in the output of motor parts and accessories, including engines, the value of which has increased nearly three times as fast as that of the entire production of the industry.—Engineering.

M.P. FINED £10.

Major Cohen, M.P., the legless member of the House of Commons, was fined £10 for dangerous driving.

It was alleged that he had been motoring at 52 miles an hour. Major Cohen declared that he had driven 32,000 miles in 16 years.

that by equipping him with a third gear much closer to top gear ratio than has been the practice hitherto, he might by degrees be educated to a more sympathetic attitude towards his gears, with great benefit to his engine and transmission. It is undoubtedly the case that Australian motorists in general are much freer in their use of the gears when there is really useful third speed available.

Problem of Gear Ratios. "The high cost of road construction in Australia makes certain that improvement can be only a gradual process, and conditions will continue for an indeterminate number of years to demand either an engine of extreme flexibility or else the frequent use of the gears. Of these two considerations the first is probably receiving all the attention it warrants from British manufacturers in its relation to their export trade. There is reason to think that similar concentration on the problem of gear ratios, with special reference to the Australian market, would not be labour lost."

"GIVE AND TAKE."

STOCK MOTOR CYCLE
 TESTS.

A great deal of interest was manifested recently in the proposal to organise a stock motor cycle trial in Victoria, with the object of emphasising to the public that the average motor cycle of to-day is capable of covering "give and take" roads under the average conditions in a satisfactory manner. The six days' stock motor cycle trial is organised by the A.C.U., and the conditions are very strict, particularly in regard to the machines which are entered; these are actually selected by the officials of the A.C.U. from either the factory or the agent's premises, and the competitors are given an hour in which to make adjustments on the day prior to the trial. Adjustments are made under official observation.

The trial consists of a series of tests, including many hill climbs, brake tests, tests for acceleration and rigid mechanical examinations at the completion. Practically every British manufacturer enters machines. This year there were 52 starters (representing 20 different factories), 55 of whom completed the course, 36 of these obtained clean sheets, and 52 received gold medals. Eighteen teams entered, four of whom received clean sheets, and 11 received some award. Only four competitors did not receive an award, apart from six, who retired. Six A.J.S. motor cycles were entered, and were ridden by C. W. Hough, G. E. Rowley and F. W. Giles. Each of these riders obtained a clean sheet and a gold medal.

An event of this kind would no doubt create a lot of interest in any State in Australia, and it is to be hoped that a properly organised event will be promoted by the motor cycle clubs or controlling bodies in one or more of the States. The event would undoubtedly receive support from their distributors who have sufficient confidence in their goods to send a brand new machine out over a selected course, without special preparation.

BRITISH INDUSTRY.

MANUFACTURERS COMING
 INTO THEIR OWN.

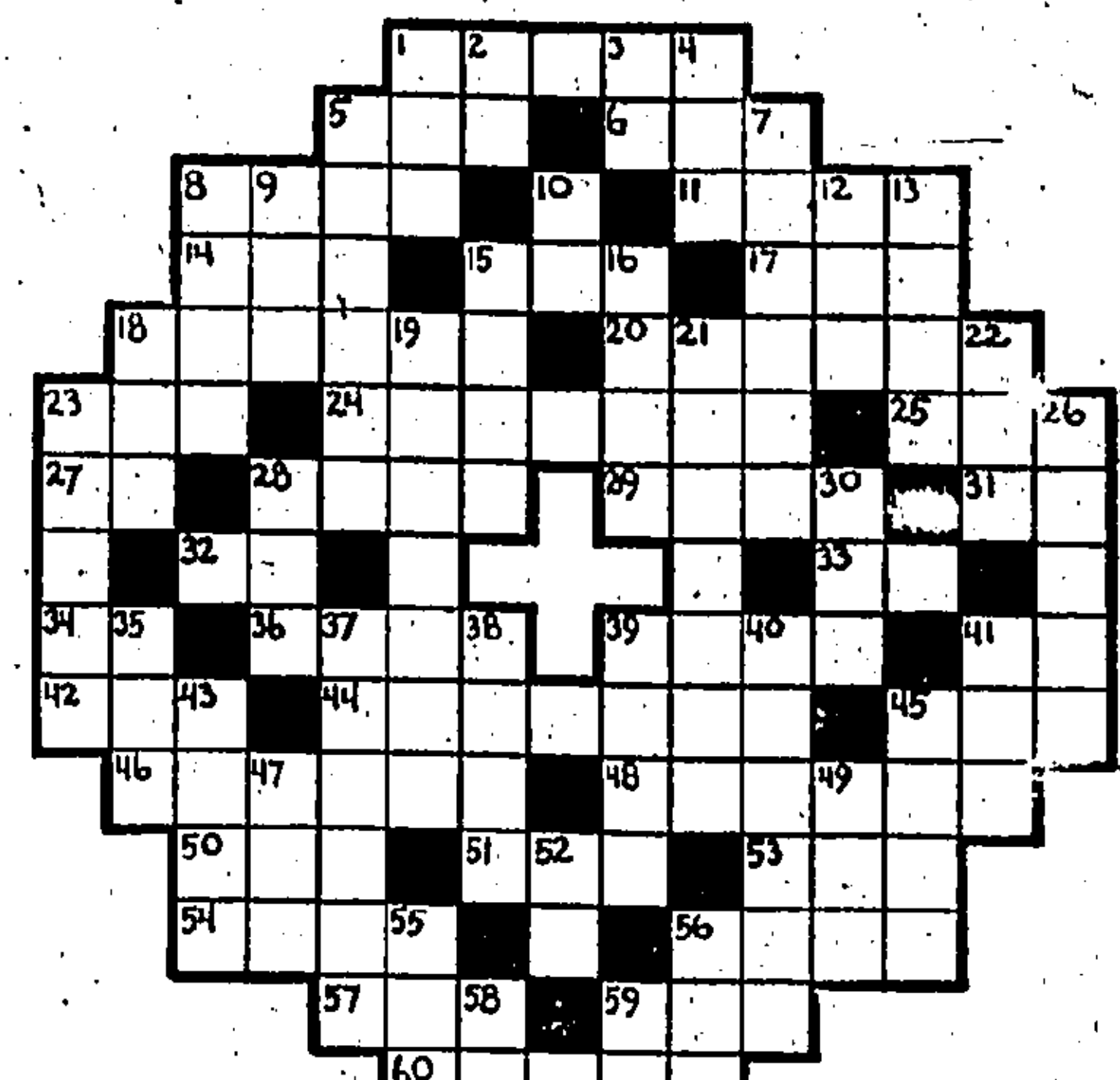
When an industry is thoroughly established its growth or decline will tend to follow the general course of trade more closely than when it is still in course of development. Engineering, the parent of so many industries, has had many examples of both classes, and has found before now that the attractions offered by a new class of invention, if they are presented with a sufficient energy and accompanied by a service convenient to the user, may sometimes overcome the influence of general industrial depression. Not only the nature of the industry, but also the methods adopted by those who are responsible for it contribute to this result, and when the attempt is successful, both the extent of its progress and the methods by which it has made it are of peculiar interest to those who are concerned in allied manufactures. An instance of such an industry is the motor trade. Like the electrical industry, its development in this country was impeded for a long time by the paternal attentions of the Legislature, which succeeded in giving other countries a long start in developing the manufacture. Of late years, however, British manufacturers of motor vehicles have begun to take their proper place in their own market and that of the world, and during the last half of the post-war period have distinguished themselves in particular by being conspicuously prosperous at a time when most other branches of engineering manufacture have been suffering from deep depression.—Engineering.

AN ANTISEPTIC LINIMENT.

There is no danger whatever from lockjaw or blood poison resulting from a wound when Chamberlain's Pain Balm is promptly applied. It is antiseptic and destroys the germs which cause these diseases. It also causes wounds to heal without treatment and in one-third the time required by the usual treatment. For sale everywhere.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



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HORIZONTAL

- 1-Religious hermits
- 5-Part of the head
- 6-A rough or prickly seed case
- 8-A nuisance
- 11-State of disorder
- 14-Part of a circle
- 15-To hang down
- 17-Obese
- 18-To rub against and scratch
- 20-Evaded
- 23-An incision
- 24-Support for a festoon bridge
- 25-A vegetable
- 27-Toward a higher level
- 28-A group of cattle
- 29-Naked
- 31-North Latitude (abbr.)
- 32-For this reason
- 33-When
- 34-For example (Latin-abbrev.)
- 36-Delay
- 39-A celebration
- 41-Preposition

HORIZONTAL (Cont.)

- 42-Blast of sheep
- 44-Billy
- 45-Timid
- 46-Rejects with disdain
- 48-Used for housing horses
- 50-A period of time
- 51-Be seated
- 53-Owing
- 54-To elip
- 56-To excavate
- 59-To make an offer
- 60-Pierced

VERTICAL

- 1-A floor covering
- 2-Conjunction
- 3-King's Bench (abbr.)
- 4-Total
- 6-To get free
- 7-To pay back
- 8-An agreement
- 9-To sin
- 10-Act
- 12-Sorrowful
- 13-Tread
- 16-To make a loan

VERTICAL (Cont.)

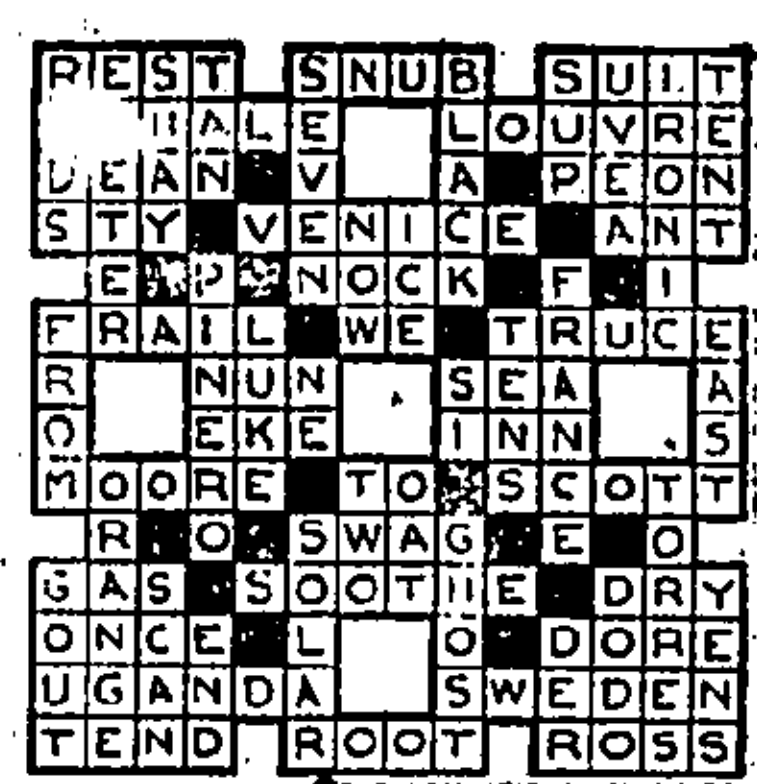
- 15-A laborer in Mexico
- 16-To slip
- 19-A part of
- 21-Noisest
- 22-Habitat of the flea
- 23-Peppery berry
- 25-Mixture of two or more metals
- 26-For what reason
- 30-Consumes
- 35-Used for cooking purposes
- 37-Scared
- 38-To throw gently
- 39-Glenced from light
- 40-Scared from light
- 41-An article
- 43-Copie
- 45-Used for traveling on snow
- 47-A large vase
- 49-A sweet roll
- 52-On the supposition that
- 55-A young hog
- 56-To free from
- 58-Depart
- 59-Exist

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will give you a clue to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



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PUBLICITY.

EXTRACT from an address given by Mr. Arthur Chadwick (Managing Director of the Amalgamated Publicity Services, Ltd.) at the recent Advertising Convention at Olympia, London.

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BY GOLLY, I'LL BE GLAD TO
 GIT HOME AN' DIVE INTO
 A GOOD DISH OF CORNED
 BEEF AN CABBAGE
 AT DINTY'S.



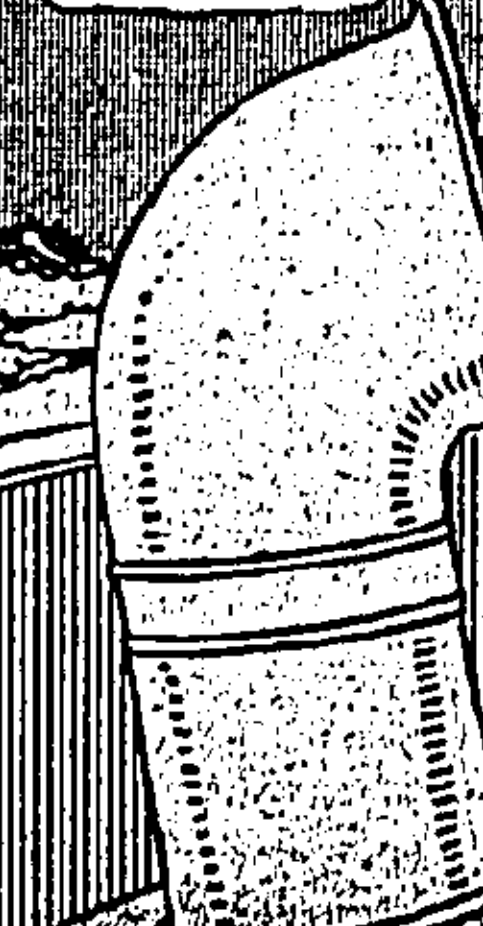
FOUR MORE DAYS OF
 THE FOOD I'M GITTING
 ON THIS SHIP WILL
 KILL ME!



NOW LISTEN, YOU TELL THE CAPTAIN
 THAT IF HE WANTS US TO WORK IN THIS
 ENGINE ROOM WE'VE GOT TO HAVE
 SOMETHING BESIDES
 CORNED BEEF AND
 CABBAGE AT EVERY
 MEAL!



JUST A
 MINUTE
 BOYS.



©ECONOMICS

FLYING DAY BY DAY

FLYING BOATS.

The Four "Southampton's" Flight.

The four machines used by the R.A.F. in the flight to Karachi and Australia are of the Supermarine "Southampton" type, each fitted with two Napier "Lion" engines of 450 h.p. The "Flight" will be under the command of Group Captain H. M. Cave-Brown-Cave, D.S.O., D.F.C., with Squadron Leader G. E. Livock, D.F.C., second in command. Each will be manned by two officers and two mechanics.

The "Southampton's" used in the four are of the standard R.A.F. type, but with duralumin instead of the usual wooden hulls, and with modifications in the arrangement of the equipment. The use of duralumin instead of wood has made it possible to give more room for the crew, and it has the advantage of avoiding water soakage, which seriously increases the weight. In some respects, however, the metal hull is still on trial. With increased tankage for this tour, each flying boat weighs all on, 20,000 lb. (8½ tons).

The four "Southampton's" will make a complete tour of the Indian coast, and will travel by Rangoon and Singapore to Australia, cruising round the continent by Fremantle and Melbourne to Port Darwin, and then back to Singapore.

They expect to reach Bombay in January; Calcutta in February; and Singapore at the end of that month; Batavia in May; Fremantle, Adelaide, and Melbourne in June; Sydney in August; and back at Singapore in January.

Two "Southampton" flying boats ordered by the Commonwealth Government will meet them in Australian waters, and probably go back to Singapore with them.

BATAVIA TO AMSTERDAM.

Dutch Air Mail Success.

Lieutenant Koppen arrived at Amsterdam on October 28 on his return flight from Batavia, bringing mails from the Dutch East Indies to Holland. As on the outward flight, he accomplished the journey in nine flying days.

The success of the first air mail between Batavia and Amsterdam, a distance of 8,750 miles, has aroused great enthusiasm in Holland. According to the "Daily Mail" correspondent at The Hague the fact that the first aeroplane in the service arrived one hour ahead of scheduled time was in itself a matter for congratulation. MM. Koppen, Frys, and Ellemann, who comprised the crew of the machine, all received knighthood in the Order of Orange-Nassau. Bands have played in the streets of Amsterdam, there have been torchlight processions, and songs of welcome have been sung by schoolchildren.

Among the letters carried on the new air service was one to the "Daily Mail" from its Batavia correspondent. This left the Dutch East Indies on October 17 and reached the office on October 31, having come by ordinary post from Amsterdam. The time thus taken in transit was fifteen days. The journey by the fastest boat occupies a month.

THE HISTORY OF AIR POWER.

"Whether the criterion of any administrative machine be its smooth and harmonious working or the results which it gives, the air organisation which Britain established must be considered to have proved itself to be a better war machine than that devised by any other country. Her claim to be regarded as the founder of air power cannot be questioned; it has titles manifold."

"This is the main conclusion," states the "Morning Post," "of Mr. J. M. Spaight, the author of several books on aircraft and air power, in a book which was published in October, 'The Beginnings of Organised Air Power' (Longmans, 17s. 6d. net). The book is peculiarly interesting, because it is not a history of air warfare, but is that rare thing, an attempt to analyse historically the reasons for this country's superior position at the end of the war, instead of taking it for granted as something

SIR ROSS SMITH.

Memorial To Epic Achievement.

A memorial to the epic achievement, and world-lamented death of that hero-flier, Capt. Sir Ross Smith, K.B.E., M.C., D.F.C., is to be erected at Adelaide. The artist, Mr. F. Brook Hitch, A.R.B.S., of Queen's Terrace, London, has expressed with wonderful fidelity in bronze, a tribute worthy of a truly great young man, whose courageous enterprise helped to establish those pathways of the air that have drawn together the uttermost parts of the Empire. The surpassing skill of Mr. Hitch's workmanship has given permanent eminence to the honour that South Australia desires to pay to one of her most brilliant sons. The setting the statue will have in Creswell Gardens, close to the main entrance of the Adelaide Oval, will form a fitting background, throwing into relief the commanding representation of Sir Ross Smith and the beauty of the supporting symbolic figures. The statue is to be unveiled this month.

The statue arrived in Adelaide recently, and is now being assembled. The conception and design by Mr. Hitch must be considered a really triumphant expression of the wishes of the South Australian people for a tribute that should do justice to the outstanding claims of the subject. The full figure of Sir Ross Smith is shown in flying kit, standing on a hemisphere, with one foot in England and the other in Australia. The characteristics of the strong, young face have been splendidly portrayed and the whole pose of the body is full of conquering determination. The statue is much larger than life size, and will be supported on the fine pedestal of Murray Bridge granite by the figures of "Flight and Intrepidity"—two symbolic studies which contribute to such a magnificent ensemble as to awaken feelings of wonder and praise for what a gifted artist can accomplish in bronze.

There are four frieze panels to be placed around the pedestal depicting the route of the great air exploit. The first shows the departure from London, with St. Paul's Cathedral in the background as the giant "plant" lifts into space. The next illustrates the landing in India, having a typical Eastern setting; the third links up India in the route, and the last one is fittingly reserved for a scene in relief of the arrival in Adelaide. Prominent in this plaque are the familiar twin towers of the General Post Office and Town Hall, above which the Vickers Vimy is sailing in the resplendent sun light.

There is also a portrait panel embodying the heads of Sir Keith Smith and Lieuts. Shiers and Bennett, and below the inscription on the statue will appear a badge, in the form of the spreading wings of an Australian eagle, beneath which are shown the medals and decorations won by Sir Ross Smith.

which happened as the result of our insular instinct for pulling ourselves out of a mess.

"The writer describes in detail, and with the most careful documentation, the stages—Committee, Boards, Ministry—by which air power came to be organised in this country in the Great War."

Those who are opposed to the use of aircraft in war on humanitarian grounds and those who are keen on Britain maintaining its supremacy in the air will find this record of interest on historical grounds.



Ruth Elder, attractive 23-year-old pilot of Florida, who with her co-pilot, George Haldeman, broke the record for continuous travel over water when their plane was forced down after going 3000 miles on its 3800-mile journey over the Atlantic from New York to Paris. The plane was rescued by the tanker "Barendrecht," but the plane, The "America Girl," was destroyed by fire while attempts were made to salvage it.

SAFE FLYING.

STRICTER REGULATIONS NECESSARY.

STUNTS CONDEMNED.

Flying under proper conditions is as safe as railway travel; but only about one-twelfth of the flying of the United States is done under these conditions. This is the conclusion of George Lee Dowd, Jr., stated in an article contributed to "The Popular Science Monthly" (New York), in which he unsparringly condemns contests and stunt flying, and advocates stricter Federal regulation of aviation, supplemented by State legislation to cover cases not subject to Federal control. In the absence of these, he asserts, flying, under conditions usually obtaining, is distinctly unsafe; and to shut our eyes to this fact is not to promote aviation but is a distinct disservice to the progress of that art. Writes Mr. Dowd:

"Colonel Lindbergh, Commander Byrd, and other popular heroes of aviation, have recently been quoted as complaining of the difficulties of convincing the public that flying is safe. Giving those gentlemen all due credit there is a growing conviction that the public should not be convinced the air to-day is safe.

"Flying is not yet safe. Safe for Lindbergh and Byrd—so far. But when the average person is told that aviation is safe, it means that flight compares in safety favourably with other transit means.

"What one group of men thinks of the safety of flying is shown in a resolution recently adopted by the American Bar Association. It urges Congress to empower government officials to regulate ocean flights and curb 'stunt flying'.

"On transoceanic flights," says C. W. Cuthell, general counsel of the National Air Transport Company, "approximately twenty-five lives have been lost during the present year. Most of the flights are not of a directly commercial nature. They are what we of the profession call 'stunt flights'.

"The Australian Government has announced that stunt flying will be prohibited. Similar curbing is projected in Canada. Distinguished publicists in Germany and England have urged an end of spectacular flying.

Heroic Pioneers.

"To-day aviation is about where railroad was before George Westinghouse invented the air-brake. Heroic pioneers are striving at the risk of their lives and money to make aviation safer and more practical. But no good purpose can be served by closing our eyes to the developments necessary before real safety can be achieved.

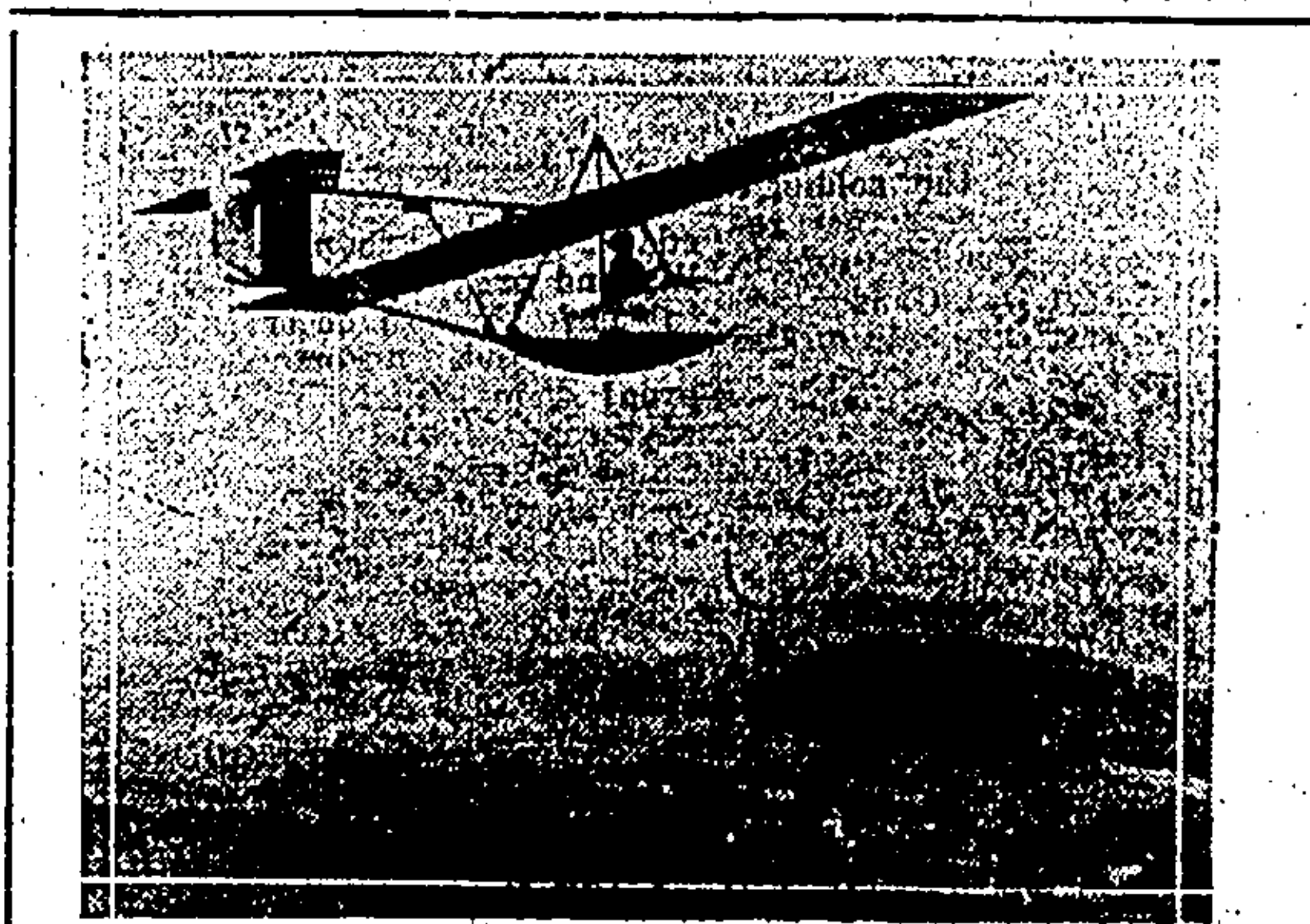
"Unfortunately, however, there seems to be a tacit agreement among people interested in aviation not to discuss the dangers of flying. That last sentence is not mine. It is a direct quotation from a recent utterance by Harry F. Guggenheim, President of the Daniel Guggenheim Fund for the Promotion of Aeronautics. Listen to him further: 'I can conceive of no more stupid policy than continuing this traditional silence which has left the public so completely ignorant of the cause of aviation that it grossly exaggerates these dangers and ignores the elements of safety in flying.... This misapprehension on the part of the public can not be overcome by any amount of shouting that aviation is "perfectly safe"; it must be overcome by giving the public the knowledge of aviation which they to-day so woefully lack. And one way to en-

lighten the public is through "full and frank discussion."

Scenes of Disasters.

"Only one aeroplane has flown from the North American continent to the continent of Europe without mishap. That was Lindbergh's. Cell and Nungesser have never been heard of since they started from Paris. The American flew all over western France until it was forced down. Chamberlin and Levine landed in a German bog. The "American Legion," attempting to start for Europe, crashed at Langley Field last April, killing Commander Noel Davis and Stanton Wooster. Paul Redfern was lost in an effort to fly from Brunswick, Georgia, to Brazil. Some months earlier Fonck's giant Sikorsky plane, built for a trans-Atlantic flight, crashed at the start-off, killing two of its crew.

"The two German Junkers planes, which started for America were forced to turn back because of weather conditions.



GERMANS PROFICIENT IN GLIDING.

Poppenhausen, the German air gliding expert, taking off on an experimental flight from the side of one of the German mountains. The glider is pulled down the hill by men and after getting a start, the pulling rope is dropped, allowing the glider to continue its journey.

"Two of the fliers on the Pan-American good-will flight were killed. These pilots were the pick of the Army Air Corps. Commander Rodgers, hero of the first Hawaiian flight, crashed and was killed landing at Philadelphia. From July 1, 1922, to May 1, 1927, seventy-one navy planes crashed, killing 116 aviators. The Army Air Corps, from July, 1926, to May, 1927, had 168 crashes with twenty-five deaths.

"Obviously, military aviation is not safe. To be sure, safety is not the main consideration in military flying, but does the public know the difference between the risks which the military aviator must take and those which the civilian pilot should avoid at any cost?

"What sort of flying is safe, then? Civil aviation?

"In the six years, including 1921 and 1926, incomplete records show 349 civilian aeroplane accidents, resulting in 458 deaths and 593 persons seriously injured. Last year the deaths were seventy-five. And the number of accidents in 1926 was greater than in any preceding year."

What sort of flying is safe, then, if any? The answer is, close at hand.

Last year, planes carrying the United States mail on government routes flew 2,292,273 miles. In the same period planes on contract routes flew 2,036,395 miles and carried several thousand passengers. In 4,378,668 miles of flying, there was not a single fatal accident. In Germany, in the same year, 56,268 passengers were flown 3,814,000 miles with only one fatal accident; in Great Britain "planes" of the Imperial Airways flew 791,000 miles without a single fatality; in Australia more than a million miles were flown over regular routes without a death. Mr. Dowd goes on therefore to draw this conclusion:

"It seems, then, that there are conditions under which flying is reasonably safe. But to declare that flying is safe without pointing out that only one-twelfth of all the flying done in the United States in a year is done under conditions which make for safety, is to impose upon the credulity of the public.

"Commander Byrd, Clarence D. Chamberlin, and many other leaders in aviation and aerodynamics, have declared against general air races and stunt flying.

"The responsible heads of the growing aviation industry also recognise that such contests as the Hawaii air race are a menace to the advancement of their cause.

"Stunt flying has noticeably stunted passenger-carrying aviation in the United States," says Col. Paul Henderson, President of the Aeronautical Chamber of Commerce. "Stunt flying is spectacular and dangerous. Hence, confidence in regular passenger service on established routes has been to a degree lacking, and unjustifiably."

"It simmers, down to this, the question of whether flying is safe.

Condition for Safety.

"Over regular routes, such as those flown by the Air Mail, adequately lighted all the way, with lighted emergency landing fields so close together that a forced landing can be made with safety at any time and with a radio-direction

equipment, flying in a plane of one of the four or five first-rate commercial types, properly inspected and licensed by the Department of Commerce, and with engines of equally high standards, piloted by a licensed transport pilot, the passenger takes no greater risk than he does in travelling between New York and Chicago by rail—keeping in mind the fact that passengers have been killed on the trains. No other kind of flying has any right to be called safe.

"The day will come, we believe, when the government licence on a plane, and the government's licence in the pilot's possession, will mean that anybody who takes passage in that plane and with that pilot is taking no undue risk so long as he does not fly out of gliding range of a proper landing-field. It does not mean that to-day.

"The Department of Commerce, perhaps wisely, is interpreting the Air Commerce Act 'liberally.' The regulations should be tightened up.

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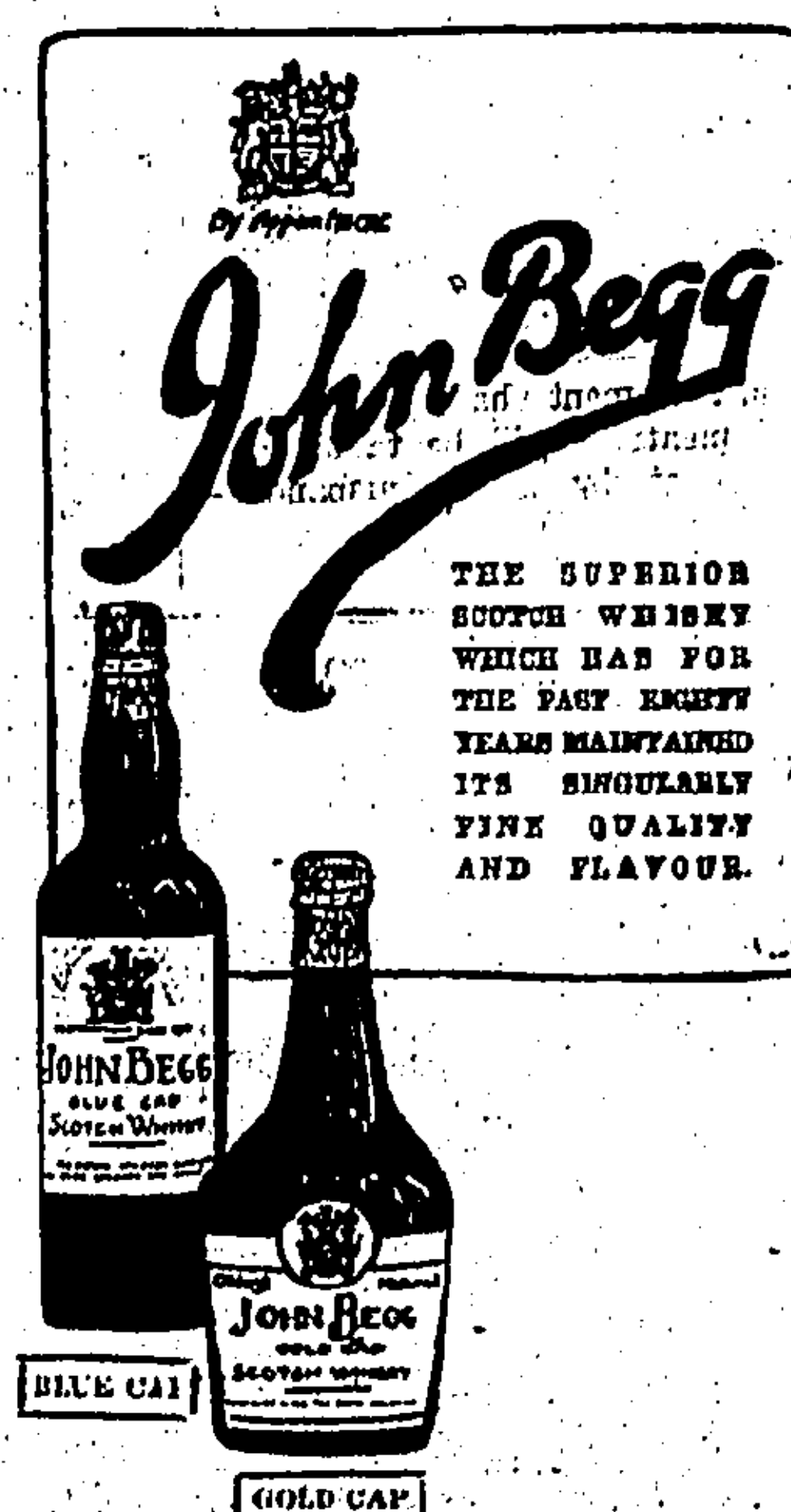
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PASTOR TARRED.

BARBED WIRE AROUND
WRISTS.

KIDNAPPED AND STRIPPED.

Melbourne, Nov. 5.
Pastor Evan Thomas, an evangelist who has been preaching at Warragul for the past few weeks, was kidnapped yesterday, taken to Nilma, stripped, blindfolded, tarred, and left in a paddock, his hands bound with barbed wire.

The pastor was crossing the street when he was asked by three men if he was a spiritual healer. He replied that he was, and was then asked to go to a dying girl at Nilma.

He immediately got into a car with them, but bearing Nilma, it is alleged, he was stunned by a blow on the back of the head, and rendered unconscious.

The car was stopped, and Thomas was carried into a paddock, where he was stripped and blindfolded. His hands were tied behind his back with strong barbed wire which cut into the flesh, and he was left there.

Some time afterwards he was picked up by a motoring party and brought to Warragul.

The police are making inquiries. This morning Thomas was unable to give a coherent statement, but this afternoon he said: "The men told me that the woman was seriously ill and could live only a few minutes. Just after passing Nilma I received a heavy blow on the head and, I remembered nothing more until I came to in the paddock. I had my clothes on then. I apparently lapsed into unconsciousness again, and when I regained my senses I found that I had been stripped of my clothes."

"I will know the men if I see them again. Two were middle-aged and the third a young fellow of 25."

Pastor Thomas, who is a young faith-healer, belongs to the Pentecostal Church, which has a temple in Richmond. He has preached throughout England and Wales, and has also been stationed in Ceylon. He is known as "the whirling Welsh revivalist."

He wears flowing robes of all colours, sandals, and a sort of turban, which give an Eastern appearance, and add to the dramatic effect.

KANG YU-WEI.

CHINESE SCHOLAR AND
REFORMER.

A few months since there passed away in Tientsin one of China's sincerest patriots and would-be reformers, Kang Yu-wei. Owing, probably, to the stress of other matters, almost no notice was taken of his death in the Press. Thus, even though somewhat belated, a few remarks may be of interest.

Kang Yu-wei was a very staunch Confucianist, and in his zeal for his adored Sage, seemed to some to be rather anti-Christian, regarding Christianity as a foreign cult and thus weakening the patriotism of its Chinese followers. Kang, however, was an eminent scholar as regards his own classics, and well versed in western literature, and so was able to exert a great influence on the unfortunate Emperor Kuang Hsi, who was very keen indeed to put into practice the reforms advocated by Kang and his associates.

The plan to compel the Empress Dowager to retire into private life, as she was deemed to have hindered to all reforms, was the cause of the downfall of Kuang Hsi and the utter ruin of all who were connected in the reforms. Kang barely escaped with his life, and having to endure, for a Confucianist, a far worse punishment than death, viz., the wanton and utter destruction of his ancestral tombs and the official disgracing of his forbears.

Although Kang never came into much prominence again, many of his ideas were embodied in the excellent and far-reaching and also practical reforms which the late Prince Regent set on foot, and to carry out during the last ten years of the Manchu regime.

Kang had much sympathy with Sun Yat-sen's ideas, but could not agree with Sun's more drastic and precipitate teachings, believing in a steady and persistent revolution and no help whatever from outsiders, and especially did he want no aid from Russia, whom he regarded with very great distrust.

The events of the past fourteen years gave him increasing anxiety and pain, particularly as he, like very many other of his thoughtful fellow patriots, saw the seeming departure from the good old code of honour and wise ethics which had been the very foundation of China's age-long existence as a great nation.

It may confidently be affirmed that had Kang's advice been followed China would this day be a truly peaceful and prosperous country, trusted and respected, and holding a high place in the comity of nations. —"China Express and Telegraph."

GENGHIZ KHAN.

GREAT CONQUEROR'S TOMB
FOUND.

AN EXPLORER'S CLAIM.

A claim that the lost tomb of Genghiz Khan, the great Mongolian conqueror, has been found, is made by Professor Kozlov, the Russian explorer.

The tomb is in the Gobi desert, near the ruins of the dead city of Khara Khoto, and had been a mystery to European archaeologists for 700 years. The remains, in a silver coffin, rest on seventy-eight crowns of princes and chieftains whom he conquered. The wonders of the tomb lie in magnificence with those of the tomb of Tutankhamen. Seven priests guard the secret place, and every seven hours a strike seven times on a great jade bell, a ritual which has continued for 700 years. Jewel-studded weapons of Genghiz Khan, a life-size lion, horse and tiger in pink jade, and a copy of the Bible written by an English monk are in the tomb.

Professor Kozlov, in his report on the discovery, states that he has spent years in making friends with the Mongol lamas and finally Genghiz Khan's eighteenth direct descendant, Alashan Genghiz Khan, told him where the tomb was.

Dolma, the favourite wife of Genghiz Khan, is buried 200 miles away. Her remains lie in a white marble coffin, with the inscription: "Here rests Queen Dolma, who prayed the great Genghiz Khan before his death to take her life, that she could prepare his place for him. So the great Khan released her by placing his dagger in her breast, and she died in his arms seven days before he passed."

Sir Francis Younghusband, the explorer, said to the "Daily Mail": "If the report is correct it is news of great importance. It is impossible to say whether the tomb of Genghiz Khan would be more magnificent than that of Tutankhamen, but there is no doubt that he was a much more prominent figure in his time than Tutankhamen was in his. He is, in fact, the greatest figure in Mongolian history. So far as I know there have been no previous attempts to find his tomb, its whereabouts had not been guessed at even."

Mr. Alexander Douglas Mitchell Carruthers, the explorer and naturalist who with Mr. M. P. Price and Mr. J. H. Miller took part in an expedition in 1910 to Western Mongolia, said: "Professor Kozlov knows more about that country than any other man. He is quite reliable and if the report is confirmed I am convinced that the discovery will be the most amazing that has ever been made. It is far more important than the discovery of Tutankhamen's tomb, since Genghiz Khan was the greatest figure in the history of that country."

Mr. Morgan Phillips Price, an authority on Asia, said: "Last year Professor Kozlov found some other tombs south of Lake Kossogol, and it was then believed that other very interesting finds would be made there. If the discovery is confirmed then I do not know of anybody who could have made it but Professor Kozlov."

Genghiz Khan, the Mongol conqueror of North China, was the son of a petty chieftain, whom he succeeded the title of Khan (Emperor) and Genghiz ("Perfect Warrior"), he invaded the Chinese Empire of the Kin Tatars, and by 1216, when he married a daughter of the former Emperor, all China north of the Yellow River was in his hands. His armies went everywhere—to Georgia and Samarkand, and across the Indus to Lahore.

The statement that the sexes are equal mentally will be taken as a compliment by many husbands. —Washington Star.

MISSIONS LOOTED.

MARSHAL FENG'S TROOPS THE
CULPRITS.

"TATTERED PAPER."

A Correspondent writes to the "N. C. Daily News" on Nov. 24:— Since reporting last on conditions in north-Honan Marshal Feng's troops have been making merry in a few more residences belonging to the Canadian missionaries. The watchmen in charge at Weihsuifu appealed to the County Magistrate who ventured to issue a favourable proclamation but, report says, it counted only as so much "tattered paper."

The clothing, carpets, bedding, mattresses, crockery, gramophones, sewing machines, typewriters, and "other valuable articles too numerous to mention," as the auctioneer says, were dragged out of eight residences and disposed of to the curious crowds for what they would bring.

In many cases things of considerable value to their proper owners, but of little obvious use to the vandals, were wantonly destroyed. A large preaching tent, used in country evangelism, and capable of holding hundreds of people, was torn to shreds by the soldiery. With some of the canvas they re-tooled their socks. Some they made up into waistgirdles and some into puttees. The rest they sold on the street.

The Red Spears.

There is plenty of evidence that Feng's armies, like all others that have occupied north-Honan in recent years, have maintained only a precarious hold on it against the determination of the "Red Spears" and other Society men to defend their homes and their property against the militarists. A recent letter, speaking of this constant struggle, says: "Yesterday, standing in this compound, we could see the smoke of burning villages rising like a cloud south of the city."

Another letter gives details of the recent fighting between the Fengtien and Kuominchun forces round Changtso. The latter fought from the city walls, the railway station, and the mission compounds, which latter they had fortified by putting 37 loop-holes for guns in the north walls. "The invaders fought from the Yuen (Shih-kai) fortress, the big cotton Mill and other shelter along the river a mile north of the city. Fortune favoured Fengtien and the Kuominchun forces retired within the city walls but these old ramparts, like those of Chochow, proved too great an obstacle for speedy reduction and, a few days later, upon the approach of southern reinforcements, the Fengtien forces retired across the border into Chihli province."

Abandoned by Kuominchun. The Kuominchun seem to have come to the conclusion that, taking everything into account, north-Honan was not worth living in for they too retired from it about November 10 and betook themselves to the south of the Yellow River. However, before leaving Changtso they broke into three hitherto untouched residents in the eastern compound of the United Church of Canada, and carried off those articles which struck their fancy and were easily removed. The summary of this one mission's losses at the hands of Marshal Feng's troops, so far as reported during these few months, includes 16 foreign residents thoroughly looted and four others partially so, three large hospitals completely stripped, and a fine school building, with its pianos and other furnishings, reduced to ashes.

"Christian General" at Fault. Some people try to defend the back-slidden Marshal on the ground that he was not present in person in the north end of the province and that his troops disobey-

WAR MINISTER.

DEPARTURE ON INDIAN
TOUR.

DETAILS OF TOUR.

London, Nov. 22.

The Secretary for War, Sir Laming Worthington-Evans, accompanied by his wife and daughter, Major L. Roper, M.P., and Major-General J. R. E. Charles will leave London on Thursday for India.

The party will embark on the P. and O. liner "Naldora" at Marseilles and will arrive in Bombay on December 9, whence they will proceed direct to Quetta via Karachi.

After a halt of three or four days at Quetta, Sir Laming will visit Darya Khan, Dera Ismail Khan, Razmak, Kohat, Peshawar and Calcutta, arriving at the last-mentioned city on December 25.

The Minister will spend eight days in Delhi during January, and will return to Bombay via Rawalpindi and Lahore. —"Times of Ceylon."

ed his orders to protect foreign life and property. One would like to think that he deserves such a defence but, unfortunately, the proof seems conclusive, from his own conduct, that the proclamation of protection was only camouflage.

It is contained in the fact that, when he reached Kaifeng last summer, knowing that the Honan International Famine Relief Association had funds in a local bank doing famine prevention work, the honest Marshal at once laid an injunction upon the bank, forbidding it to pay out any money to the officers of the association upon the ground that the organisation was "imperialist!" Then he forced a "loan" for the relief of "bandit ridden districts." The evidence seems to be that the loan was for the "Riders" in these districts, for his final step was just brazenly to confiscate \$60,000 for his own war chest. And possibly more of which we have not yet heard. How his apologists will manoeuvre to make this "black" look "white" we do not know. It can scarcely be laid to the disobedience of his troops.

Difficulty in Transmitting Money. In these troublous times, when the Chinese Post and native business agencies will not even attempt to transmit money or credits to many inland places, the transfer of funds to meet mission obligations in the interior is sometimes a problem. The Post Office asks 12 per cent. for postal orders on Honan. We heard the other day of a Post Office order on which \$12 per cent. was charged for remitting a few hundreds of miles. Good silver dollars were paid in at the Post Office which issued the order. Depreciated Nationalist bills were handed out at the office which paid it, so that the payee actually got less out of it than was originally paid in commission alone. Query, where did the rest of the good money go?

The confidence in, and friendliness towards the Canadian Mission on the part of old business acquaintances has been amply demonstrated by the fact that they have transmitted thousands of dollars from Tientsin to Honan without asking for one cent of commission. This is very gratifying at a time when, in spite of the existence of the government railways, cotton and other farm products are being transported by cart and boat for hundreds of miles from Honan to Tientsin and the owners have to pay 10 per cent. to have their money remitted back to their homes. And what a commentary on the railways!

CHINA TO BURMA.

A TOUR OF 70 WEARY
DAYS.

FOOD RUNS LOW.

In one sense the troubles in China have produced interesting results. They have made known to the world the vast extent of the country, and foreigners in the remote interior seeking an outlet to safety have been obliged to use routes of travel hitherto unknown and of which they have been able to impart knowledge which may prove of value in years to come. A case in point is that of the party of missionaries who left Tzeu, a station in Szechwan on the southern border of Tibet, and trudged for seventy weary days until they reached Burma. No white men or women seem ever to have traversed the route. Led by Mr. E. G. Barton, a Briton, this party, consisting of three men, three women, and six very young children, pressed through tangled jungles, over high snow-covered passes and across wild country in which the tribes are a law unto themselves, and reached its destination, Myitkyina, intact. At times food ran low and they had to make shift with bamboo-spurs or native pancakes; again, they had heavy rains to contend with and to build bridges across unnamed rivers, but, strange to relate, they met no bandits and no "terrors" of the forest, other than monkeys, and these were plentiful. Commenting on the route travelled by the missionaries, only part of which had twice before been used by Europeans—34 years ago by Prince Henry of Orleans, and in 1922-24 by Captain Kingdon Ward—the Rangoon correspondent of "The Times" remarks on the extensive trade carried on between Burma and Yunnan. In spite of the difficulties of the route and the high cost of transport, the trade, he says, could be greatly increased by the construction of the often-suggested Bhamo-Tengyueh railway. Some day the line may be built, but, judging by the present rate of progress and the treatment meted out by militarism banditry to the existing railways of China, it will be many years hence.

Interesting sidelights on the present condition of affairs in China were thrown by Dr. H. S. W. Wright, who has recently returned from Shantung, at the dinner at the Authors' Club at 2, Whitehall Court, on October 31.

Dr. Wright said it was probably true to say that more change had taken place in China during the last five years than in any other country in the world. "In five years I think perhaps China has progressed more than Europe has progressed in 500 years. Five years ago there were two antiquated 'tin Lizzies' doing duty in the capital city of the province of Shantung. Nine months ago, on the occasion of a dinner given by the Governor, we counted 193 motor-cars in the yard. Within the last three or four years over 100 miles of perfectly decent motor roads had been built, scattered all over China. Twenty-seven years ago the murder of an obscure German missionary caused China to lose a whole province, or at any rate allowed the Germans to build the Shantung Railway. Last year a German friend of mine, who had spent twenty years in the town running the electric-light works, was arrested and put in prison for a fortnight because two Chinese went before the Governor and swore an affidavit that an electric ball of fire had descended from a telegraph-post fifty yards away from the building in which was the coffin of a relative, and had set fire to the thatch of the roof. If that sort of thing had happened ten years ago a mild protest from the Consul would have been all that was necessary."

"When I first went to China the Shantung Railway was as well run as any in Britain, and its rolling stock was in some respects better than that of a good many railways in Britain. A little while ago the railway was isolated, and sections of it came under the control of different generals, who did exactly what they liked. If a general wanted a train he sent an armed guard down to the station and stopped the train, no matter where it happened to be going. If the engine driver objected they cut off his head, and one of the soldiers would mount the engine and drive it till the steam was exhausted. On one occasion a general arrived, took possession of a sumptuous train, knocked a hole in the roof, put in a stove, and continued to live there until further orders."

"On May 5 we saw in China a most remarkable phenomenon. A comparatively trivial shooting affair outside the police-station in Shanghai raised China from end to end to the other. It was not Bolshevikism; it was a perfectly spontaneous wave of indignation because half a dozen rather silly students were shot in the streets of Shanghai. That could not have happened fifteen years ago. Five years ago anybody could start a school, teach what education they liked, and carry on any kind of propaganda. It did not matter what the standards were for anything that was taught. To-day there is an inter-provincial body of education elected by the representatives of every province, and for the future it will be impossible for any school in China to carry on any kind of education unless it is registered by the Government and properly inspected."

"All these things are signs of change. It is very interesting to speculate what part the British Empire is going to play in this new order in China. What are we going to do? Are we going to behave as we have done in the past, rather like the heavy father, or are we going to act the part of a brother? It is no use standing as a big brother; what we have got to do is to behave as a brother, and we have got to think in the terms of the Far East."

NO EASY LIFE.

SUBMARINES ON THE CHINA
COAST.

The Bias Bay affair is probably the first time in history that, in its traditional role of suppressing piracy, the Navy has been able to make use of under-water craft. "L 4" is one of 12 vessels of this class which are serving in the Fourth Submarine Flotilla, on the China station, and was sent there in 1919. The class are medium-sized vessels of 800 tons, and each boat is armed with a 4 in. gun, as well as a machine gun, and four torpedo tubes. The flotilla is under the command of Captain J. B. Glencross, D.S.O., in the "Titanic," Lieutenant F. J. C. Halahan, commanding "L 4," entered Osborne College in May, 1913. During the last two years of the war he served as midshipman and sub-lieutenant in the battleship "Marlborough," in the Grand Fleet. The officers and men serving in the China Flotilla have no easy life. While the "L" submarines are excellent boats of their kind, they were not designed for cruising in tropical

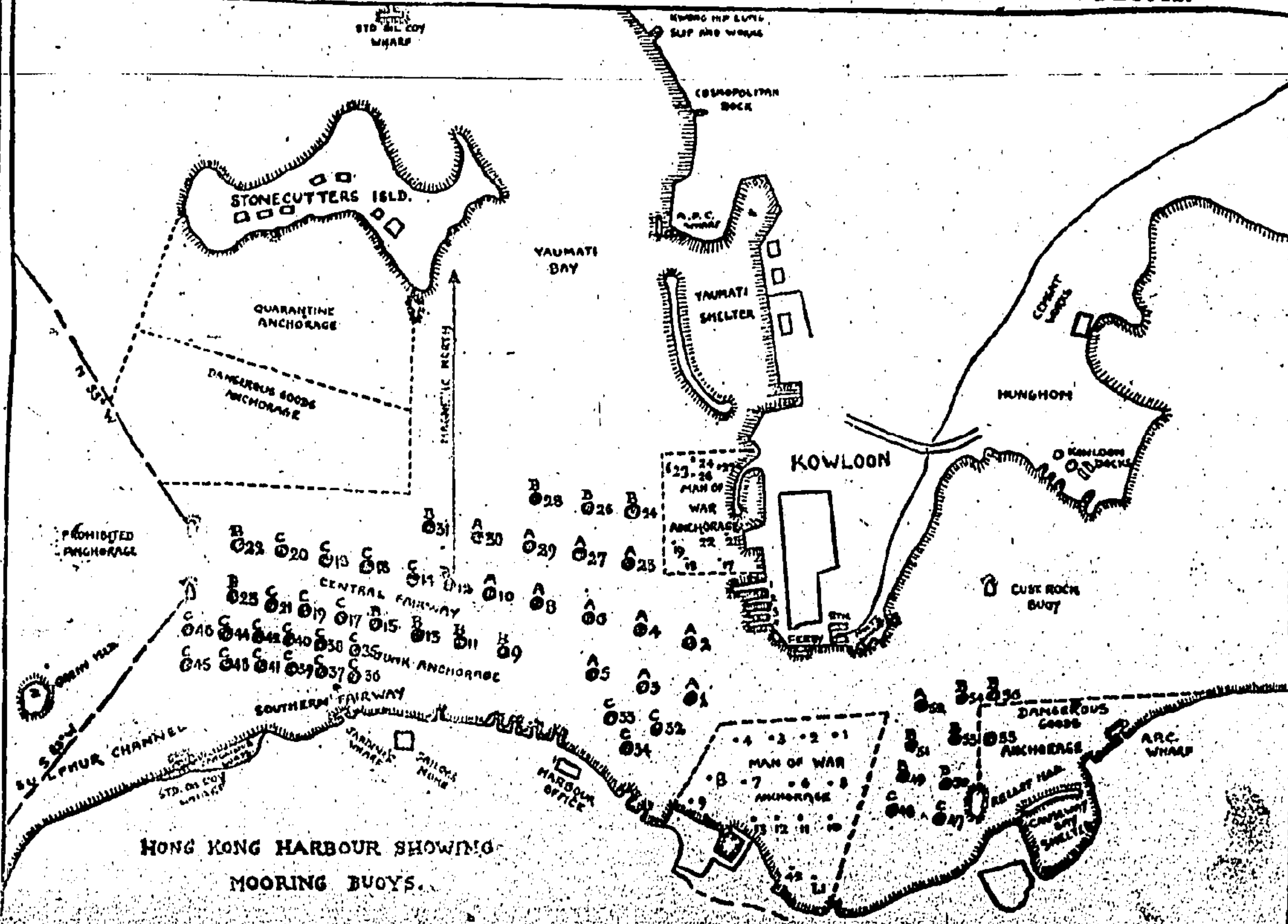
There's no danger of America losing its martial spirit. Fifty per cent. of our time-expired soldiers re-enlist, and 80 per cent. of our divorced men re-marry—Arkansas Gazette.

Infatitudes. At times, therefore, those on board undergo severe hardship and discomfort, for even in a 900-ton submarine the accommodation is neither spacious nor too well ventilated, and one can scarcely imagine what it was like with over 200 survivors of the "Irene" aboard.

The "Frobisher." Owing to the decision to withdraw the First Cruiser Squadron from China to the Mediterranean, the programme for the return to England of the "Frobisher," flagship of Rear-Admiral W. H. D. Boyle, which vessel was due to leave Hong Kong on October 29, has been cancelled. The vessel will accompany her squadron to Malta, where it is due on December 5. The date of her arrival in England is not yet stated, but it has been approved that foreign service leave will be given to the crew in two watches. The first watch will go on leave as soon as possible after the arrival of the ship at Devonport, returning to their depot on completion of leave. The second watch will take their leave from the depot when the ship recommissions towards the end of her run. The commission of the "Frobisher"—her first—has already run to over three years.

(Continued at foot of next Column.)

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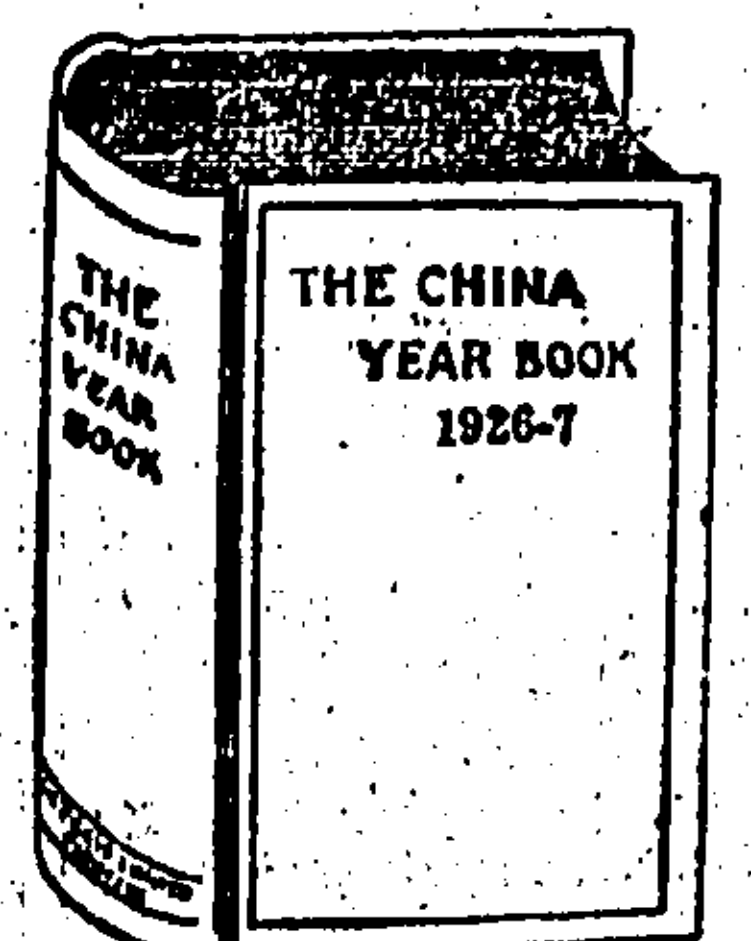
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ITALIAN SHIPPING.

A FURTHER INCREASE IN SUBSIDIES.

In 1926 the Italian Government decided that some of the items in its scheme for subsidising maritime navigation should be struck out after they had been in force for a year. On how many occasions the "finality of the Italian plans for giving State aid to the national mercantile marine has been announced during the last few years it would be very difficult to say, but the fact remains the programmes have inevitably been revised, and always in the upward sense.

The latest announcement of this kind is to the effect that, owing to the disturbed and uncertain conditions in the East, the Government has now decided to postpone the proposed cancellations for two years. In accordance with this conclusion a decree has been issued which regulates the subventions for the next few years.

After the maximum annual amount of 200,337,000 lire has been reached in 1929 the new decree provides for annual reductions until the fiscal year 1946-47, when the total annual amount of 52,000,000 lire will have been reached. By that time the total sum paid out in subventions will have reached no less than 3,356,214,500 lire (roughly £40,000,000 at the present rate of exchange), of which about two-thirds will have been paid to what are classified as "indispensable lines," that is to say, those services which maintain the necessary connection between the Peninsula and the neighbouring islands and colonies, the traffic with which would have no particular attraction for a private undertaking. The remaining third is for the benefit of the Trans-Atlantic freight services which have been created for the development of the Italian export trade to Overseas countries.

The fact that a number of Italian liner companies have not inconsiderably increased their network of services recently has evidently some connection with this decision of the Government in favour of the national shipping. The Lloyd Triestino, for instance, is now including the port of Patras in the itinerary of its regular service to Alexandria. The Cosulich Line, it is announced, has decided to place its steamer "Martha Washington" on the South American berth, not merely for the purpose of coping with the largely increased emigrant traffic, but principally with a view to protecting itself against the competition of the new monthly service from Dalmatia to Buenos Aires.

Finally, the Navigazione Libera Triestina, in the programme of its regular monthly mail service to Mexico, has recently included the ports of Houston, Galveston and New Orleans, whereby a new direct connection between Italy and Gulf ports is created.

That German who has built a tyre that blows itself up ought to get busy and see if he can't invent a silent back seat.—Wichita Eagle.

SHIPS SPEED.

THE ELECTRIC SUBMERGED LOG.

Many devices for correct recording of a ship's speed through the water are now available, one of the most ingenious being the Electric Submerged Log, designed to indicate a vessel's speed over a range of half a knot up to 36 knots on the standard model. Various types of this log are available, all working on the same principle, but subject to modification according to the class of ship in which they are to be installed. A description of type No. 1 will therefore suffice for the whole range.

The log consists of two parts, a rotator fitted to the hull in such manner that it projects in free water, and a recording instrument placed in the chart-room or other convenient position, from which the speeds are read. The former, which runs on an adjustable ball thrust bearing, makes 11¼ revolutions to every contact of the submerged mechanism (representing a move forward of 15.2 feet), and operates, through a distributor, the distance recorder. This registers every 400th part of a mile, the dial being marked up to 10,000 miles, but the hands can be re-set at any time if desired. Speed indicator registers each half knot, and includes a time unit and a distance unit which, working in conjunction, give the speeds, any change being indicated in 21 seconds.

When installing the log, the shell plating is pierced, and the hull fittings, consisting of main tube casing and sluice valve, secured in position; everything being so arranged as to make a perfectly watertight joint whether log be in use or withdrawn. The latter operation is simple, though care must be exercised in placing so as to allow a height not less than 3ft. 6in. above the top of the main tube casing.

It should be noted that, in addition to the recorder fitted in chart-room, repeaters to any number can be worked off the main instrument box, the current for working log and repeaters being obtained from an eight-volt accumulator continuously charged, from ship's lighting circuit, through a charging board.

Advantages claimed for this submerged system are, that the log is a permanent fitting; that it will register low speeds as accurately as high; that, being well below the surface, it is clear of all floating obstructions and unaffected by rough weather. The log is patented and manufactured by the Electric Submerged Log Co., Port of London Building, Trinity-square, London, E.C.3.

HELPS THOSE HARD COUGHS.

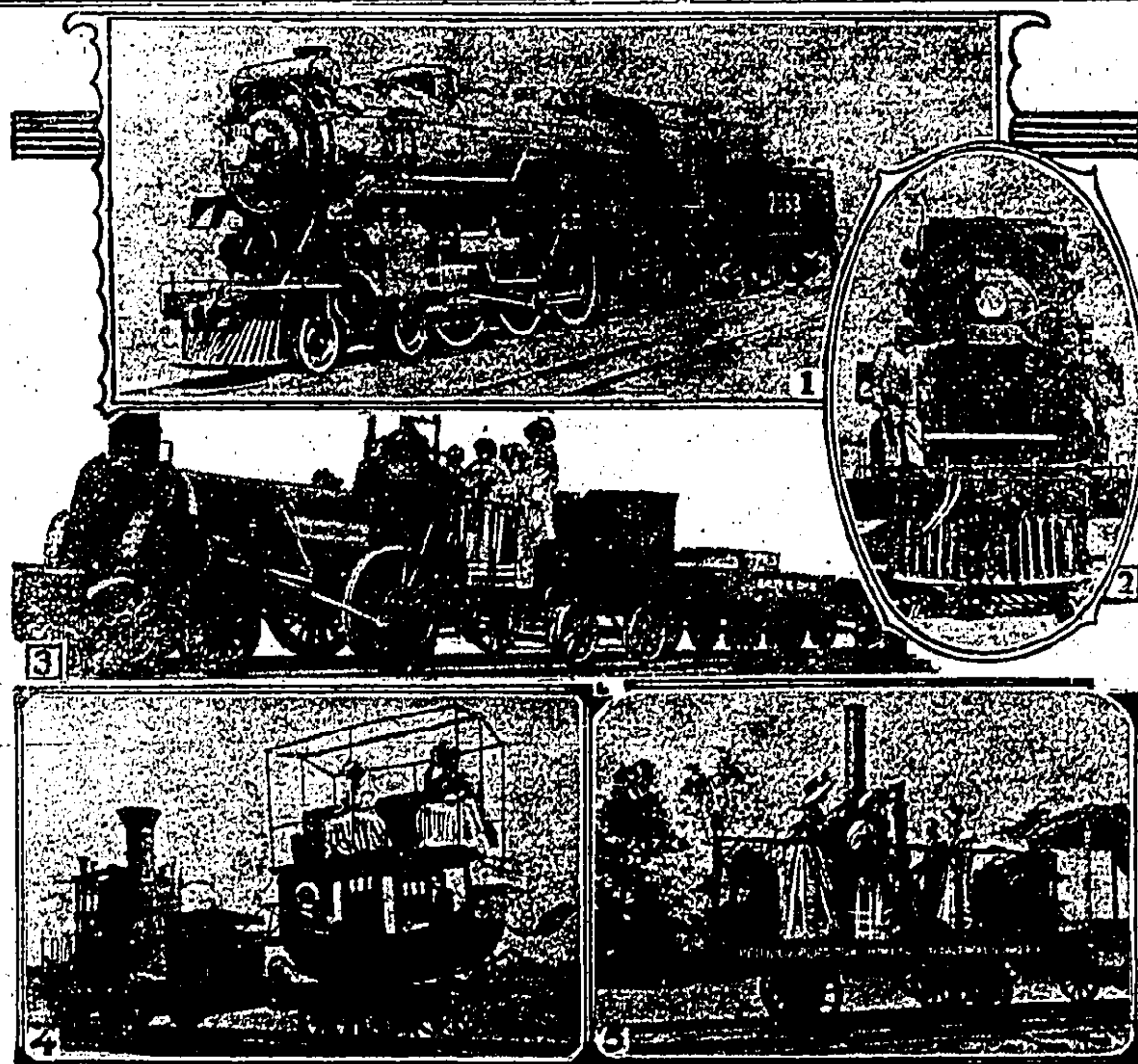
The danger of influenza is its tendency to develop into pleurisy and pneumonia. Stop your cold before it reaches this danger point and for the cough and painful, wheezy breathing, take Chamberlain's Cough Remedy. It is for sale everywhere.

NEW OIL TANKERS.

B. I. O. COMPANY'S VESSEL.

The shell oil tanker "Paua" is the first vessel to carry petroleum in bulk in New Zealand waters, under the New Zealand flag. The vessel, built by Messrs. Harland and Wolff, Ltd. at Govan, Glasgow, is of the steel single screw type being a two twin-masted motor vessel, built on the combined transverse and longitudinal system of framing, straight stem, raised quarter deck, etc. The ship has two longitudinal bulkheads and nine oil-tight compartments as cargo tanks and is classed at Lloyd's 100 A1, for the carriage of petroleum in bulk and cases. It has a gross tonnage approximating 1,260, and while the port of registry is for the moment London, this will be altered to Wellington on the tanker's arrival in New Zealand. The dimensions of the "Paua" are: Length, 205ft.; breadth (moulded), 38ft. 6in.; depth, 15ft.; with, 21ft. 8in. She has nine oil compartments—three centre tanks, and six wing tanks—and has a capacity to load about 700 tons of motor spirit in the centre tanks, and 335 tons in the wing tanks, making a total of 1,035 tons. The centre tanks are fitted to load and discharge 18,000 cases of petroleum products. The vessel's bunkering capacity is 115 tons of Diesel oil, while in the forehold the "Paua" can carry 2,700 cases of motor spirit.

The propelling power consists of a Burmeister and Wain engine, built by Messrs. Harland and Wolff, Ltd. It is of the single-acting type, four-stroke principle, and is coupled direct to the propeller. The engine has six cylinders of 500 mm. diameter, with a stroke of 900 mm., the b.h.p. being 700 at 130 revolutions per minute. The speed of the vessel is guaranteed to 10¼ knots. The consumption of Diesel oil is estimated by the builders at 3.5 tons per 24 hours. An 80 h.p. auxiliary engine is provided for driving the cargo pumps and winches, while there is a donkey boiler to heat accommodation drive steam steering gear, auxiliary pumps, etc. The tanker is fitted with gas ejectors, vapour lines, steaming out connections and the latest type of chemical fire extinguishers. The two cargo pumps have a capacity of 100 tons each per hour, one being driven by auxiliary motor and the other by steam. The accommodation for the officers and crew of the ship is excellent, while the tanker is fitted to comply with New Zealand regulations regarding mess-rooms for crew (18). Running hot and cold water, shower baths, etc., are among the fine appointments.



(1) "2200" Pacific type locomotive that represented the Canadian Pacific at Baltimore. (2) Head-on view. (3) Early B. & O. engine at the Pageant. (4) The "Atlantic" of 1832 vintage. (5) Peter Cooper's "Iron Horse", built in 1825, the first locomotive in North America.

The epic of transportation in America from the time when Indians trekked across the plains with their luggage on poles dragged by dogs and ponies to the present with 250-ton locomotives thundering across the country hauling hotels on wheels at 70 miles an hour was enacted at Boston recently during the Centenary Exhibition and Pageant of the Baltimore and Ohio Railroad this fall.

Canadian interest at the "Fair of the Iron Horse" was keen as the country was represented at Baltimore by the latest achievements in the way of locomotive construction. The Canadian Pacific Railway was represented by its finest and fastest passenger locomotive, the latest type of their "2800" Pacific class locomotive, number No. 2835, which drew the Prince of Wales, Prince George and Premier Baldwin during their recent trip across Canada. Engineer W. R. Creighton (who has been with the Canadian Pacific 24 years) and Fireman R. F. Thomas (22 years) not only piloted the Prince of Wales train, but took the locomotive from

Toronto to Baltimore for the Fair of the Iron Horse. This locomotive is capable of a maximum speed of 90 miles per hour, weighs nearly 500,000 pounds and can handle 16 steel cars on fast schedule.

On the opening day of the Pageant this powerful engine took its place alongside a half dozen other giants from the roads of various countries. Notable among these from across the water was the huge new "King George V" pride of the Great Western Railway and the fastest that England has produced. During the opening parade of these locomotives the band played "Land of Hope and Glory" and "Rule Britannia" in honor of the countries they represented.

The Pageant is recognized to have been the greatest transportation exhibition ever staged. Every period of railway history since steam was first used for railway locomotion was represented and the result was a strange collection of contrivances that made the crowd stare in wonder as they puffed along under their own steam. The 250-ton marvels of present-day railroads they professed

to accept as something tangible but not the curios that have been preserved from nearly a hundred years back. Perhaps the most interesting old-time exhibit was Peter Cooper's "Iron Thumb," the first locomotive built in North America being constructed in 1825. The backers of the B. & O. railroad were so impressed with it and the evident value of steam that they were willing to go ahead and organize the road a century ago.

Real Indians added a romantic dash to the scene. They whooped past the crowds on their fleet ponies and then returned to guide the visitors down to view their encampment a short distance away.

One of the outstanding features of the Pageant was the dress of those who manned the old-time trains and the passengers who made the journey each day around the tracks in front of the crowds. The costumes were true to the period which the locomotive and train represented and added sufficient color to make the exhibition one of the most picturesque and historical yet staged.

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HONG KONG, SATURDAY, DECEMBER 10, 1927.

THE DOLLAR DIRECTORY CO.

INVITE INFORMATION FOR THE

1928 ISSUE

OF THE

DOLLAR DIRECTORY.



LONDON SERVICE.

"DIOMED" 12th Dec. Marseilles, London, Rotterdam & Hamburg
"PATROCLUS" 17th Dec. Marseilles, London, Rotterdam & Glasgow
"ORFÈS" 18th Dec. Marseilles, London, Rotterdam & Hamburg
"ANTENOR" 20th Dec. Marseilles, London, Rotterdam & Glasgow
*via Genoa.

LIVERPOOL SERVICE.

"PELEUS" 21st Dec. Genoa, Havre, Liverpool & Glasgow
"CYCLOPS" 25th Dec. Genoa, Havre, Liverpool & Glasgow
"MENTOR" 26th Dec. Genoa, Havre, Liverpool & Glasgow
"IDOMENEUS" 28th Dec. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"ROBE & YOKOHAMA" 17th Dec. Victoria, Vancouver & Seattle
"TYNDAROS" 21st Dec. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"MACHAON" 18th Dec. New York, Boston & Baltimore
"PYRRHUS" 19th Dec. New York, Boston & Baltimore

PASSENGER SERVICE.

"PATROCLUS" 17th Dec. Singapore, Marseilles & London
"ANTENOR" 20th Dec. Singapore, Marseilles & London
"IDOMENEUS" 28th Dec. Singapore, Marseilles & London
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POST OFFICE NOTICE.

RADIO NOTICES.

Radio Telegraph Services are now in operation with the following—
Ships at sea: Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo China, Province of Yunnan, Canton, Swatow, Kwongchowwan, Fort Bayard, Tchekam, Hoihow, Amoy, and Fouchow, etc.
Telegraphic Addresses.—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.
Radio telegrams are now accepted at the Radio Counter, 1st Floor, Government Building, for transmission via Hanoi to Bangkok and all parts of Siam at the rate of 80 cents (\$0.80) per word.

INWARD MAILS.

From	SATURDAY, DECEMBER 10	Per
Shanghai & Swatow	SUNDAY, DECEMBER 11	Chekiang.
Straits		Fooksang.
Canada, U.S.A., Japan & Shanghai	MONDAY, DECEMBER 12	Pres. Jackson.
Straits		Garmula.
Manila		Pres. Pierce.
Shanghai & Europe via Siberia		Sado Maru.
Shanghai		Chusan.
Manila		Emp. of Russia.
Straits	TUESDAY, DECEMBER 13	Haruna Maru.
Shanghai		Diomed.
Straits		Memnon.
Straits & London Parcel Mail (London 4th Nov.)	WEDNESDAY, DECEMBER 14	Kalyan.
Australia & Manila	THURSDAY, DECEMBER 15	Aki Maru.
Japan & Shanghai	FRIDAY, DECEMBER 16	Hakozaki Maru.

OUTWARD MAILS.

For	SATURDAY, DECEMBER 10	Time
Amoy	Tjikembang	1.30 p.m.
Bangkok	Ikoman Maru	2.30 p.m.
Haiphong	Tonkin	3.30 p.m.
Formosa	Gleniffer	4 p.m.
*Formosa, *Shanghai, Japan, Honolulu, U.S.A., *Canada, *C. & S. America & *Europe via San Francisco—due San Francisco, 6th Jan., 1928. Registration 4.15 p.m. Letters 5 p.m.	Siberia Maru.	4.30 p.m.
Samshui & Wuchow	Tai Ming	5 p.m.
Shanghai & Europe via Siberia	Cyclops	5 p.m.
Pakhol & Haiphong	Limchow	5 p.m.
Bangkok via Swatow	Kwangtung	8.30 a.m.
Swatow, Amoy & Formosa	Kaijo Maru	9 a.m.
Swatow	Hydrangea	2.30 p.m.
Amoy	Sinkiang	3.30 p.m.
Manila	Pres. Jackson	4.30 p.m.
Shanghai & *Japan	Haruna Maru	4.30 p.m.
Amoy	Fooksang	5 p.m.
Swatow, Amoy & Fouchow	Hai Ching	Noon
*Straits & Calcutta. Parcels noon. Letters 1 p.m.	Lai Sang.	
Straits, Egypt & Europe via Marseilles—due Marseilles, 18th Jan., 1928. K.P.O.—Registration 1 p.m. Letters 1 p.m. G.P.O.—Registration 1.45 p.m. Letters 2.30 p.m.	Diomed.	

*Correspondence bearing vessel's name only.

DANZIG.

Thorny Problem For League.

REPORT BY JURISTS.

Sir A. Chamberlain Urges Respect For Award.

Rugby, Yesterday. The report by the two jurists, Sir Cecil Hurst (Britain) and Signor Pilotti, to whom the problem arising out of the administration of Danzig had been referred, was before the League of Nations' Council at Geneva yesterday.

Sir Austen Chamberlain urged that the award of the two jurists should be respected. He pointed out that otherwise jurists of repute would be disinclined to give opinions.

The Polish delegate had indicated that difficulties considered in the award were of a practical nature and Sir Austen Chamberlain therefore submitted that they were unsuitable for decision by a judicial body.

The Polish delegate thereupon suggested that pending examination on the spot of the practical difficulties, the jurists' award should be held up; and it was finally decided to appoint a rapporteur to draft a formula authorising a settlement on the basis of the jurists' award.—British Wireless Service.

SUGAR BEET.

ADDITIONAL SUBSIDY REQUIRED.

PRODUCTION INCREASED.

Rugby, Yesterday. Parliament is to be asked to grant an additional £900,000 for the sugar beet subsidy in the present financial year, bringing the amount of the subsidy this year to £5,400,000. A Supplementary Estimate of the Minister of Agriculture published to-day describes the £900,000 as being required for "further provision for the payment of a subsidy on sugar and molasses manufactured from beet grown in Great Britain."

The explanation of the increase is that the subsidy is paid on the amount produced, and there has been an unforeseen increase in production. Counterbalancing the subsidy to some extent is the excise duty which, at existing rates on sugar and molasses manufactured from beet grown in Great Britain, is estimated to yield this year £1,800,000.

The net cost to the Exchequer this year is accordingly estimated at £3,600,000.

The Supplementary Estimate will be debated in the House of Commons on Wednesday.

Members on both sides of the House have been expressing concern as to the effect which the present method of paying the subsidy has had upon refiners of imported raw sugar.—British Wireless Service.

ALLEGED EXCESSES.

"GRIEVOUS OPPRESSION" IN RHINELAND.

HEAVY BURDENS.

Berlin, Yesterday. "Grievous oppression" by the troops occupying Rhineland forms the subject of a report by the Chancellor, Dr. Marx to the Occupied Territories Committee of the Reichstag, alluding to the extraordinary damage due to the autumn manoeuvres also the "numerous excesses" committed by the military upon the population, the heavy burdens occasioned by the billeting of soldiers and the considerable number of coloured troops, but records a progressive step in the occupation authorities' assent to the abolition of brothels.—Reuter.

STEEL CARTEL.

PRODUCTION FOR 1ST QUARTER OF 1928.

GERMANS' BREACH.

Brussels, Yesterday. The Continental Steel Cartel decided to maintain for the first three months of 1928 the production contingent for the last quarter of 1927. The German members, who did not adhere to the regulation of output will pay a fine.—Reuter.

DOCTOR SHOT.

Wife And Lover Charged.

VERDICT OF MANSLAUGHTER.

Application To Be Made For New Trial.

Mays Landing (New Jersey).

Yesterday. A verdict of manslaughter was brought in at the trial of Willis Beach and Mrs. Margaret Lillendahl, who are accused of the murder of the latter's husband, Dr. Lillendahl, who was shot while motoring with his wife on September 15.

The wife swore that two negroes carried out the murder. The jury, the foreman of whom was a woman, considered their verdict for 23 hours.

The sentence was deferred until December 10 on the plea of the woman's counsel that new evidence had been discovered.

Application will be made for a new trial.

The conviction is mainly owing to the changed testimony of a witness who at first was unable to identify the man she saw running away from the scene of the murder, but, later, swore that it was Beach.—Reuter's American Service.

KOREA.

NEW GOVERNOR-GENERAL APPOINTED.

CRITICISM OVERRULED.

Tokyo, Yesterday. In spite of adverse criticism in the Press, the Government has decided to appoint General Hanzo



Viscount Saito.

Yamanashi, Governor-General of Korea, in succession to Admiral Saito, who has resigned.—Reuter. [The new Governor-General was born in 1865, entered the Army in 1886, promoted Major-General in 1915. He was Minister of War for several years up till 1921. During the War, General Yamanashi was Chief of Staff of the Besieging Army of Tsingtao.]

RADIO PROGRESS.

CHRISTMAS BROADCAST PROGRAMME.

LONDON TO AUSTRALIA.

Rugby, Yesterday. A special Christmas programme is to be broadcast on a short wavelength between 2.15 and 4 p.m. on December 24, and it is hoped that it will be heard in Australia early on Christmas Day.

This will be the first studio programme to be broadcast from the new Empire short wave station from which a number of experimental transmissions have been made already.—British Wireless Service.

DIPLOMATIC CORPS.

SIR ERIC PHIPPS FOR VIENNA.

Rugby, Yesterday. His Majesty the King has approved of the appointment of Sir Eric Phipps, Envoy-Extraordinary and Minister Plenipotentiary at Paris, to be Envoy-Extraordinary and Minister Plenipotentiary at Vienna.—British Wireless Service.

FROZEN TO DEATH.

Fate of Cambridge Graduates.

SNOWDON TRAGEDY.

Terrible Experiences Told At Inquest.

London, Nov. 22.

Two members of a climbing party in the Snowdon Mountains related some terrible experiences at the inquest, held in a hut near Capel Curig, Carnarvonshire, on two of their companions, who lost their lives.

The party started the ascent of the great gully of Craig-y-Wyddfa on Sunday morning. Clouds retarded their progress, but they reached the summit in the evening.

Mr. Norman Stott, of Manchester, was chosen to lead on the return journey, but Mr. Arthur Taylor, also of Manchester, accidentally trod on the compass. Thus the descent was most difficult in the clouds. The lantern was extinguished by the rain and wind and the matches were soaked.

The party reached the east side of a lake, when Messrs. Taylor and Stott slipped on the treacherous bank and slithered down 30 feet into the lake, but were hauled out by means of a rope. Both were half frozen.

The party walked round the lake, holding on to the rope. Finally, the survivors carried their numbed companions, but lost their way.

The survivors decided to seek help. Leaving Mr. Stott unconscious and Mr. Taylor nearly unconscious, the survivors reached the climbers' hut early on Monday morning and mustered a search party, but they found Messrs. Stott and Taylor dead. Both the deceased were Cambridge graduates.

A verdict of death from exposure was returned.—Times of Ceylon.

LEAGUE COUNCIL.

APPOINTMENT FOR CHINESE DELEGATE.

Geneva, Yesterday.

The Council of the League has appointed Chuan Chao a member of the Advisory Economic Committee for a tenure of three years.—Reuter.

Qualified Expert.

Geneva, Yesterday. The League Council has approved the appointment of members of the Consultative Economic Committee, the formation of which was decided by the League Assembly on September 24.

The Committee will be composed of qualified experts on questions affecting industry, commerce, agriculture, finance, and labour. It includes Mr. Layton Willey and Sir Arthur Pugh, both of Great Britain, and Sir Atul Chandra Chatterjee, of India. The appointments are for three years.—Reuter.

ECLIPSE OF MOON.

PARTIALLY OBSERVED AT DUBLIN.

Rugby, Yesterday. Over the whole of Great Britain last evening, the moon stars were invisible owing to thick mist. Observations of the eclipse of the moon by the earth's shadow was consequently impossible. In Dublin, although the sky was overcast, the eclipse was partially observed.—British Wireless Service.

BALTIC DISPUTE.

CONSIDERATION BY THE LEAGUE.

Rugby, Yesterday. Consideration of the Polish-Lithuanian dispute is being resumed before the Council to-day, when it is expected that Marshal Pilsudski will represent Poland.—British Wireless Service.

COTTON DEALS.

PURCHASES BY SOVIET DELEGATES.

Cairo, Yesterday. It is understood that the Soviet cotton delegates, apart from their 110,000 kantar deal with the Government, have bought 180,000 kantar of cotton on spot market at Alexandria.—Reuter.

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Printed and published for the concerned by GEORGE WILLIAM CADE BURNETT, Managing Editor, at 5, Wyndham Street, Hong Kong.